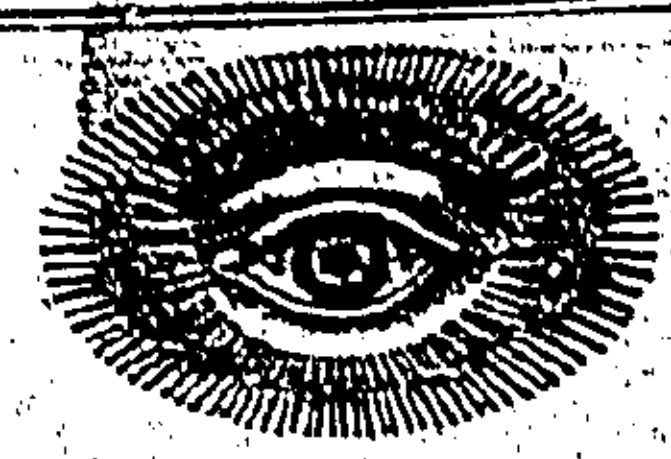


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.50	9.15	10.30	12.00	1.15	2.30	4.45	5.55	7.20
Yuenai ...Dep.	6.50	8.15	9.00	9.25	10.40	12.10	1.25	2.40	4.55	6.05	7.30
Shatin ...Dep.	7.00	8.25	9.10	9.35	10.50	12.20	1.35	2.50	5.05	6.15	7.40
Tai Po ...Dep.	7.10	8.35	9.20	9.45	11.00	12.30	1.45	3.00	5.15	6.25	7.50
Tai Po Market ...Dep.	7.20	8.45	9.30	9.55	11.10	12.40	1.55	3.10	5.25	6.35	8.00
Fanning ...Dep.	7.30	8.55	9.40	10.05	11.20	12.50	2.05	3.20	5.35	6.45	8.10
Shamshui ...Dep.	7.40	9.05	9.50	10.15	11.30	13.00	2.15	3.30	5.45	6.55	8.20
Shamshui ...Arr.	7.45	9.10	9.55	10.20	11.35	13.05	2.20	3.35	5.50	7.00	8.25
Canton ...Arr.	12.30	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	11.30	8.20	9.50	6.25	7.30
Shatin ...Dep.	8.40	12.35	9.15	10.45	7.20	8.25

SHANGHAI BRANCH.

	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shatin ...Dep.	6.30	10.15	1.05	2.05	5.00	6.15
Fanning ...Dep.	7.25	11.10	2.00	3.00	5.55	7.10

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Our London Letter.

PARLIAMENT OPENS.

A BRILLIANT SPECTACLE.

LEGISLATIVE PROGRAMME.

THE TROUBLES IN CHINA.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Feb. 12th.

The third session of the present Parliament was opened this week by the King who went to Westminster in State. His Majesty was accompanied by the Queen, and a touch of novelty was given to the procession by the behaviour of the people in the Mall, who broke their orderly ranks and walked along-side, cheering as they went. It was a cold day, under grey February skies, but neither repetition nor weather can still the ardour of London crowds for the pageantry of Royalty. They always eagerly seize the chance to cheer the King and Queen, and find the greatest joy in seeing scarlet and gold, and the panoply of the Brigade of Guards, to say nothing of the thrill that lies in the very sight of the gilded State coach. There were flags in Whitehall, and scarlet hangings from the balcony—altogether a gay and picturesque spectacle, with pomp and circumstance, and a ceremonial which dates back hundreds of years. Through the high windows of the coach the crowd had an excellent view of the King and Queen, the King bareheaded, and the Queen, on his right, wearing a small diamond crown and a wonderful ermine cloak. The coach was drawn by eight magnificent bays, and was guarded by mounted Esquiers, Yeomen of the Guard, and a Sovereign's escort of Household Cavalry.

In the Lords.

The House of Lords glewed with colour and presented a brilliant spectacle with the scarlet robes of peers, with their white ermine collars, the bright hued dresses of the peeresses, the judges with full-bottomed wigs and cloaks of red and ermine, the black and gold robes of other legal celebrities, and the uniforms of the Diplomatic Corps. The members of the House of Commons walked from their own Chamber at the summoning of the Black Rod, and the King made his speech in a grand hall where the whole scene, like some wonderful picture, lights from the clusters of lamps and two magnificent candelabra on each side of the Throne caught and emphasised the glittering coronets and jewels worn by the peers. Peeresses were present in unusually large numbers. Upon one side they were seated in three rows the entire length of the House and there were about half the number of the other side of the House. The galleries, too, were full of peeresses and their daughters. The gowns were exceedingly beautiful, and ropes of pearls and clusters of jewelry, which most of them wore, sparkled vividly. One was struck by the comparatively few young women among the peeresses. It was only here and there that a shingled head wore a coronet.

The Legislative Programme.

The King's speech, which always gives an outline of the legislative programme of the Government, contained nothing that was startling. The principal measure will be the reform of trade union law, but this will be very gently couched. The Bill is not ready, and with the trade unions disposed towards industrial peace, after the financial losses they sustained in the coal strike, the Government are not anxious to stir up discord by meddling with them to any great extent. At the moment all that one can be sure of is that there will be at least a declaration of the law of the land which will make a general strike illegal.

The poor Law Reform Bill, designed to curb Socialists in a majority on Boards of Guardians, who have been disturbing the rates with reckless prodigality to support men well able to work—one way of hitting at the bourgeoisie, as it were, referred back for further examination till the autumn. This was to have been the principal measure originally proposed by the Government for the present session. Among other things there will be a Cinema Films Bill to control the importation of foreign films (chiefly American) and assist the British Film Industry in its efforts to produce pictures that are British in ideals and atmosphere. It is thought that legis-

(Continued on next column).

Molly Kennedy

OFFICERS IN MOTOR SMASH.

SCOTS GUARDS SUBALTERN KILLED.

CHARGE AGAINST DRIVER.

A young Scots Guards subaltern, Mr. H. F. D. Coghill, of Maids Barracks, Aldershot, was killed outright when a touring car driven by another subaltern, Mr. M. E. St. John Barne, of the same regiment, overturned at a lonely spot on the Portsmouth-road between the Jolly Farmers' Inn and the White Hart, Frimley, Surrey, at about four o'clock on the morning of February 5th. Both are under 21 years of age and the dead man only recently joined the battalion from Sandhurst. The two officers had spent the night with friends in London after a strenuous day on parade at Aldershot and were within six miles of their barracks on the homeward journey when the accident occurred. Mr. Coghill was asleep in the car which suddenly ran on to a bank by the roadside and came to rest a wreck. Back Broken. Mr. Coghill was apparently killed instantly, for he was found with his back broken lying sideways in the car with his head on the bank, while Mr. Barne, who was still holding the wheel, was stunned. There was nobody about at the time and the engine was still running and the headlights on when Mr. Barne recovered and found his companion's body. He telephoned for summon assistance.

A Charge.

Lieut. C. A. R. Coghill, a brother of the dead officer, who is in the same regiment, broke the news to their parents, who were spending the week-end at Worpleston, Surrey only a few miles from the scene of the accident. The Surrey police at Camberley have preferred a charge of manslaughter against Mr. Barne, who is terribly distressed over the death of his friend. Judy, a brown spaniel belonging to Mr. Coghill, all day long waited in vain for her master outside the officers' mess. She ran to meet every officer in uniform and refused to be consoled.

Reference to China.

There was also a reference to the troubles in China in the King's Speech, which was fully expected, since that is the question of the hour. "I earnestly desire," ran the pronouncement, "a peaceful settlement of the difficulties which have arisen, and My Government have caused proposals to be made to the Chinese authorities which should convince public opinion in China and throughout the world that it is the desire of all real British people to restore all real grievances, to remove our treaties on an equitable basis, and to place our future relations with the Chinese people on a footing of friendship and goodwill." In the subsequent debate the Labour Party were in obvious difficulties over China. Mr. Ramsay MacDonald, as leader of the Party, had previously stated at a public meeting that the Government had done the right thing in dispatching the defence force to Shanghai. This annoyed the extremists of the Party, who have all along endeavoured to make political capital out of the Government policy. They have clamoured for peace at any price, even to the extent of handing over all the concessions to the Chinese without more ado. Of course, Mr. MacDonald as an ex-Prime Minister and Foreign Secretary, knows very well that this is all rubbish. He is too level-headed a Labour politician to play the Moscow game, which is the game of his own extremists, but he had to say something as the Party leader, and so he talked round the subject of the dispatch of troops to Shanghai and the troubles in China in general terms. "Why not ask Mr. Chen," he blandly inquired, "to give a guarantee of safety for Shanghai?"—H.B.

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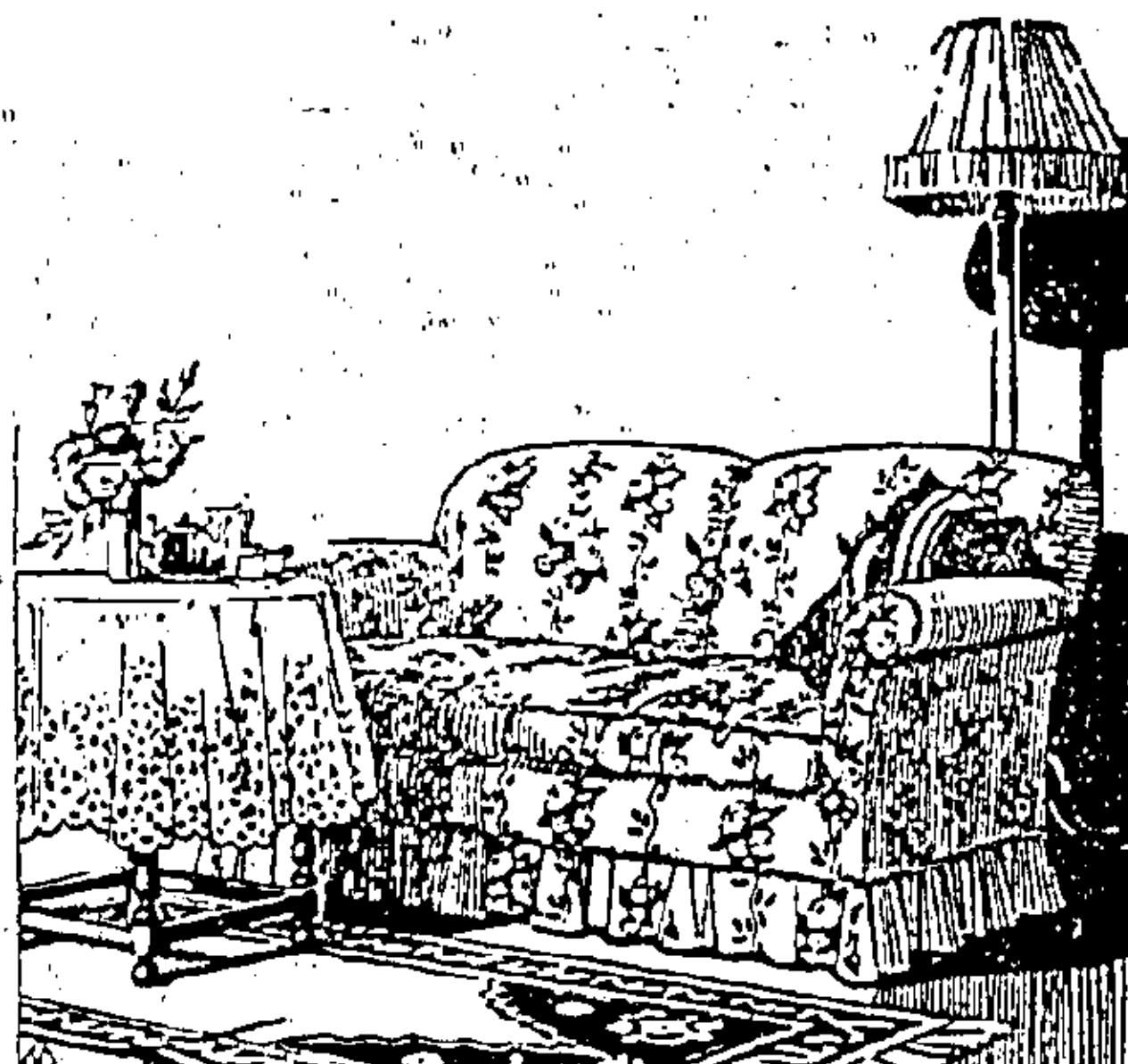


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LONDON AND SHANGHAI

WHY THE BRITISH ARE SINGLED OUT FOR AGITATION.

MR. LENNOX SIMPSON'S ADDRESS TO SHANGHAI
ROTARY CLUB.

WHEN MR. CHEN CLAIMED BRITISH NATIONALITY.

An extremely interesting address on the present situation in China was given last week by Mr. Lennox Simpson, better known as Putnam Weale, the author of many books on China, to members of the Shanghai Rotary Club. Mr. Simpson is in Shanghai on his way to Hankow, where he intends to study the Nationalist Government and its methods, the economic conditions of the people, and the Nationalist system generally.

Mr. N. F. Altman presided, and introduced the speaker.

Mr. Simpson, after an absence of several years, was struck, he said, by the tremendous change which had taken place in Shanghai in the last five years. Shanghai to-day was a part of the West come to the East, and a part of the West so completely indestructible that one could safely say it had come to stay.

Nationalist Violence.

They were witnessing in China at the present time a twofold struggle, on the one side political between two main parties, and on the other, an economic struggle which was by far the more important of the two, and which had, in fact, been set in motion by Westerners themselves. They were told that the aim of the Nationalist Government was to improve the conditions of the Chinese people. To this no man could take exception. But they were using certain arbitrary methods in setting about this task which could not succeed. In the same way as a man could not be made sober by act of Parliament, neither could you improve a man's living conditions, and double or treble his wages, by decree.

It was extremely interesting to turn to the South for an example of this. The Nationalist system was being tried out in Canton. Chinese merchants who held vested interests in that city were called upon to make large contributions to the National Government, and at the same time to pay huge wage bills to their workers. In consequence, large numbers of these men were now applying to the Hong Kong Government for land in Kowloon and the New Territories, where, being under British control, they were assured of known and limited taxation.

Shanghai's Position.

The position of Shanghai in this economic struggle was of very great interest. They had here the largest accumulation of capital probably ever made by Western endeavour in Asia. The economic question in this city might be warded off for a very long time, but on the other hand it might well become a vital issue in the near future.

It was the speaker's intention, he continued, to go up to Hankow and if possible into Honan and other places, to study the economic conditions under the Nationalists. In Hankow he very much hoped to see his old friend Eugene Chen, and he looked forward to getting from him certain vital information which had not yet been made known.

An Historic Incident.

"Some curiosity," said Mr. Simpson, "has been expressed regarding an incident which occurred in Peking ten years ago, involving Eugene Chen and myself." I refer to the occasion of Eugene Chen's arrest.

Eugene Chen, Mr. Simpson said, was arrested at two o'clock in the morning. His office was that he had written certain articles attacking the Peking Government which, though couched in excellent English, nevertheless aroused considerable resentment. He was taken to the Central Police station for his nationality to be decided. Chen then had not quite made up his mind which nationality to choose in the predicament he found himself in, and as he did not speak a word of Chinese he decided to say nothing. He was subsequently thrown into the gaol attached to the Court and placed in a small cell with seven other political prisoners. He realized then that his position was dangerous and so decided to claim his British citizenship. From one of his fellow prisoners he borrowed a stub of pencil, from another a small piece of paper, and with these utensils wrote a chit to Mr. Simpson to be communicated to the British Legation. By bringing his gaoler with a \$10 bill he managed to get this chit delivered. The speaker, on receiving it, went round to the Legation, post haste and saw the Minister. Here he was informed that whilst the Legation did not dispute that Chen was a British subject, they could make no overtures to the Chinese Government because Chen was not registered at the Legation. Consequently Mr. Simpson was unable to do anything through the Legation. The next day he deliberately set it about in

public and in the Press that Mr. Eugene Chen, a British citizen, was held by the Chinese authorities and was to be poisoned that night. The result of this publicity was that the Chinese authorities realized that they could not very well dispose of one who had become famous in such a way overnight, so they kept him imprisoned for a few days and then imposed a very lenient sentence which was afterwards cancelled, and Mr. Chen pardoned, by presidential mandate. Thus, although the speaker could not claim to have saved Mr. Chen's life, he could say that he was responsible for getting him out of a very awkward situation.

Chen's Choice.

One amusing incident arising out of this episode, said Mr. Simpson, occurred while Chen was in gaol. He was given permission by the Prison Governor to send for two books to read in his cell. The two he sent for were *The Times Literary Supplement* and *The Spectator*.

Chinese Saturated With Propaganda.

After this digression, Mr. Simpson went on to say that in his opinion the Nationalist movement was to-day at its height. The average citizen in China was in very much the same frame of mind as the average man in Europe at the latter end of the war. In other words, his mind and brain was coloured by the effects of mass propaganda to which it had been subjected, and his movements were actuated to a very large extent by prejudice. He believed that the Chinese would shortly begin to inquire into the truth of this propaganda, and to separate facts from illusion.

Why the British?

Dealing with the question as to why Britain had been singled out among the Powers as the main object of all this propaganda, Mr. Simpson expressed the opinion that the answer was not uncomplimentary. The result of inquiries from Chinese friends had always been the same. Britain, they said, was not only the first-come to China, but the whole system which had grown up in this country since the expiration of the East India Company's charter was British in origin. The British were the people with the greatest vested interests in China, and therefore they could be looked upon as the leaders. If the British could be convinced that the time had come for them completely to modify and even abandon many of the instruments they had used in the past, then all the other nations would inevitably follow suit.

Our Brutal Press.

One point particularly and consistently made against the British was the almost brutal frankness of the English Press in China. The answer to that was simple—that the Press reproduced a natural characteristic of the British people. The British disapproved everything they had no secrets. British policy was made in the market place and not in a council chamber with dimmed lights. "If (the speaker continued) in any particular department the English are supreme in the world, and I say this with all humility—it is in the matter of what we call world publicity. We publish all our sins as well as our accomplishments. There is not a word said in England even an adverse word, which is not immediately published and sent to the ends of the earth."

Linguistic Misapprehensions.

From this the speaker went on to dilate on the difficulties of translations. Chinese would say that Chinese politics could only be discussed in the Chinese language, and the same applied to English politics. Take the question of the Shanghai Defence Force. He had read accounts of the sending out of that force in the English papers, and turned to read exactly the same accounts in the Chinese papers, and the difference was amazing. Put into Chinese the reason of that force's coming here was completely changed, and took on a serious and menacing disposition. Although from one point of view the Chinese papers were right, he nevertheless believed the presence of the Shanghai Defence Force was an excellent thing. There was in the present situation a more subtle menace than most people believed. There was the menace of all authority suddenly collapsing. The fact that the Defence Force was here showed that the Government at Home was at last realizing the true situation in China to-day. It was his earnest hope that the presence would lead to harmonization between the different factions; the abandonment of extreme cries, and a return to what Americans would call normalcy. (Applause.)—*North China Daily News.*

CHANG TSUNG CHANG TO DEFEND SHANGHAI.

SUN CHUAN FANG NOT TO
RETIRE.

SOUTHERNERS STILL FAR
FROM SUNGKIANG.

An agreement has come about between Marshals Sun Chuan Fang and Chang Tsung Chang, whereby the former will hand over to Chang the full defence of Shanghai, including the area between Sungkiang and Woosung, says the *N.C. Daily News*. There is no cause for belief, as rumour has it, that Sun is retiring from the political "and of the game," nor is he giving up in a military sense. Chang Tsung Chang has taken command for reasons of military expediency. Sun's lieutenant, Lu Hsiang Ting, has taken over control of the defence at Sungkiang, vice General Meng Chao Yueh. The Kiangnan troops are being removed to defend the north of the province and the Shantung troops take up the defence of the Sungkiang line.

Five thousand Shantung troops arrived at Woosung last week. What their disposition is remains to be seen, although it is conjectured, that, pursuant to the new military policy, they will be sent to Sungkiang by train, the transports remaining at Woosung for the time being.

Additional Shantung soldiers are en route to Nanking, it is understood, but at what points they now are has not been ascertained. Battalions have left Nanking for the Taihu front and others are projected for Soochow. Several thousand Fengtien troops have taken up front line posts at Sungkiang. Everything points to a determined resistance by the combined forces, the Northerners predominating.

At Sungkiang itself, General Meng having returned to Shanghai, the Shantung and Chekiang soldiers have further entrenched themselves in lines just behind Bridge 34 and between that point and Sungkiang. There are no Southerners within nine miles of Sungkiang, which means none within 33 miles of Shanghai, and by the best accounts they have not advanced beyond Kaashan, 10 miles northeast of Kashing.

Anti-Red Propaganda.

The Propaganda Corps of the Shantung Army, which is under the charge of General Ho Hai Ming, who captured Nanking some years ago from General Chang Hsun, is busily engaged distributing leaflets and making speeches, denouncing the Kuomintang and Communism and describing to the people the horrors that will occur if the Nationalists ever get to Shanghai.

A small fire broke out in the Arsenal on Monday night last week, but it was easily suppressed before there was any chance of it spreading to the munitions and gunpowder departments. Two workers and a similar number of watchmen have been arrested in connection with the affair and have been taken to the military headquarters for examination.

Local organizations are making preparations to send relief to the refugees and matcheds are being erected in Chapei and near West Gate for their housing.

General Soe Ting Chang, local agent for the Shantung Army, has established his office in Paotung Road, Chapei. The Shantung Army's intelligence bureau has also opened an office in Chapei and Mr. Liu Huan Chang is in charge.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 7th.

Paris	124.80
Brussels	34.90
Amsterdam	12.15
Berlin	20.47
Copenhagen	18.21
Vienna	34.47
Helsingfors	19.24
Lisbon	24
Buenos Aires	5.47
Bombay	1/5.61/64
New York	4.85/7/32
Geneva	25.23
Milan	110/7/16
Oslo	18.16
Stockholm	18.60
Prague	18.34
Madrid	28.32
Aden	37.54
Rio	54
Yokohama	2/0.9/32
Shanghai	2/4
Hong Kong	1/11
Silver (spot)	25
Silver (forward)	25.11/16

嬰
孩

When mother fails

Not every mother can feed her baby—so a food must be found which will give the nourishment that baby needs. Mothers turn naturally to Horlick's, which for years has proved its value. Horlick's helps nature to build brain and body—brown and muscle. Like OUR BABY of the Song.



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LIFE WITHOUT HEALTH IS LIVING DRAUGHT.

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For Nervous Breakdown and Chronic Weakness. VETARZO REGULATORS. Safe and Reliable. English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

March 8th, 1927.	
R. K. Bank	\$1,000.00, 1,393/32
Do. London	\$114.00
Chartered Bank	\$21.00
Mercantile Bank, A. & B.	\$23.00
Do.	\$21.33
P. & O. Bank	\$24.00
East Asia Bank	\$74.00
Canton Insurance	\$580.00
China Underwriters	\$430.00
North China Ins.	\$14.00
Union Insurance	\$235.00
Yangtze Insurance	\$38.00
China Fire Insurance	\$200.00
Hong Kong Fire Ins.	\$615.00
Douglases	\$31.00
Steamboats	\$23.00
Hong Kong Tugs	\$110.00
Indo-China Corp.	\$30.00
Do. (Def.)	\$40.00
Shell Transports	\$87.00
Star Ferries	\$35.00
Waterboats	\$14.00
China Sugars	\$23.00
Malacca Sugars	\$34.00
Benguet	\$130.00
Kiaun Mining Ad.	\$30.00
Langkate (combined)	\$24.00
Do. (single)	\$14.00
Shan. Explorations	\$14.00
Shanghai Loans	\$7.00
Do.	\$4.00
Tronoh Mines	\$1.00
Ural Caspians	\$3.00
H. K. & W. Wharves	\$10.00
H. K. & W. Docks	\$20.00
Hongkong Realty	\$44.00
H. K. Territorials	\$43.00
Kunming Railway	\$12.00
Princes Building	\$38.00
Rural Lands	\$14.00
Kwo Cottons	\$24.00
Oriental	\$14.00
Shanghai Cottons (old)	\$4.00
Do. (new)	\$4.00
China Buses	\$14.00
H. K. Tramways	\$32.00
Peak Tram (old)	\$14.00
Do. (new)	\$24.00
Singapore Tractions	\$11.00
Taxis	\$1.00
Amusements	\$18.00
Canton Ice	\$5.00
Cement (combined)	\$7.00
Do. (old)	\$5.00
Do. (new)	\$14.00
China Lights (comb.)	\$14.00
Do. (old)	\$11.00
Do. (new)	\$7.00
China Providents	\$44.00
Constructions	\$24.00
Dairy Farms	\$17.00
Do. & Wings	\$8.00
H. K. Electric	\$35.00
Max Electric	\$35.00
H. K. Bore (old)	\$10.00
Do. (new)	\$5.00
Loan Crawfords	\$3.00
Mackintosh	\$19.00
Sinacres	\$23.00
United Asbestos	\$23.00
Waters (old)	\$14.00
Wm. Perells	\$24.00
Telephone	\$3.70
Do. (new)	\$3.80
Do. (old)	\$3.80
Do. (new)	\$3.80
Do. (old)	\$3.80

EXCHANGE.

OPENING QUOTATIONS.

March 8th, 1927.	
ON LONDON.—	
Telegraphic Transfer	...1/11
Bank Bills, on demand	...1/11 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	...2/9
Credit, at 4 months' sight	2/0 13/16
Documentary Bills, 4 months' sight	...2/0 15/16
ON PARIS.—	
Bank Bills, on demand	...1,295
Credit, 4 months' sight	...1,300
ON NEW YORK.—	
Bank Bills, on demand	...48 1/2
Credit, at 60 days' sight	...49 1/2
ON BOMBAY.—	
Telegraphic Transfer	...}
Bank Bills, on demand	...} 183
ON CALCUTTA.—	
Telegraphic Transfer	...}
Bank Bills, on demand	...} 133
ON SHANGHAI.—	
Bank Bills, at sight	...}
Private, 30 days' sight	...} nom.
ON YOKOHAMA.—On demand	... 97 1/2
ON SINGAPORE.—On demand	... 98 1/2
ON SINGAPORE.—On demand	... 98 1/2
ON BATAVIA.—On demand	... 120 1/2
ON HANKOW.—On demand	... nom.
ON SAIGON.—On demand	... nom.
ON BANGKOK.—On demand	... 94 1/2
SPRINGFIELD, Bank's Buying rate	\$9.85
GOLD LEAF, 100 fine, per tael	...
BANK SILVER, per oz.	... 25 1/2

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HONG KONG OFFICE: KING'S BUILDING.
TELEPHONE CENTRAL 3183. (A.R.)

TRAFFIC COURT CASES.

AN ELUSIVE DEFENDANT.

SEQUEL TO A SERIOUS ACCIDENT TO A CHILD.

While prosecuting a Chinese before Major C. Willson at the Central Magistracy yesterday, for riding his motor-cycle in a dangerous manner, Traffic Sgt. Baker told the Court that there were three men riding on a small 2 h.p. motor-cycle along Queen's Road East.

"I was trying to find him for a very long time afterwards, and he has given the police a lot of trouble," added the Sergeant.

Hello, Inspector!

It appears that the defendant could not be found after being stopped by Sgt. Baker, in August last year, until a few days ago.

On entering the Court yesterday, the defendant smiled, and catching the eye of Sub-Inspector Mason, bade him a cheery "Hello."

He said it was all so long ago that he could not remember anything about the incident.

Sgt. Baker remarked that the man did remember, as he knew what he was wanted for when he was found.

A fine of \$15 was imposed.

FAULTY BRAKES.

For allowing a car to be driven with inefficient brakes, the owner was summoned before the Court by Sub-Inspector Alexander.

Outlining the case, Sub-Inspector Alexander said that the car knocked down a little girl in Belcher Street, seriously injuring her, and causing her to be in hospital for two months. The man who was driving the car at the time had been charged.

When tests were carried out, it was found that at 30 m.p.h. the car pulled up in 83 ft. 6 in. when the foot brake was applied. At 15 m.p.h., with the hand brake, it pulled up in 60 ft., and with both brakes at 25 m.p.h. it was brought to a stop at 75 ft. 6 in.

A fine of \$10 was imposed.

CHARGE AGAINST THE DRIVER.

The sequel to the above was heard before Mr. R. E. Lindsell, when the driver was charged with negligent driving and exceeding the speed limit.

Evidence given by Sgt. Dredge, who was on duty in the charge room on February 24th, was to the effect that the defendant brought an injured girl to the No. 7 Station at 5.40 p.m. on the day in question. Defendant admitted having knocked the girl down in Belcher Street. The girl at the time appeared to be unconscious and was sent to the Government Civil Hospital.

Fractured Bones.

The girl's mother in her evidence said that on the day in question, she sent the girl to market. Later she was told that the girl had been knocked down and taken to hospital. She said she saw her girl in the hospital and was informed by the doctor that the child had had bones fractured.

Sub-Inspector Alexander: Yes, Your Worship, that is so, but the doctor thinks she would be well again in another month's time.

(Continued on next column.)

WOMEN'S GUILD AND M.C.L.

ALLOCATION OF FUNDS IN 1926.

The following list shows how the funds raised by the Hong Kong Women's Guild and Ministering Children's League were allocated in 1926:

British Charities.	
Hong Kong Cots at M.C.L. Homes, Otterclaw	2300
Trafalgar Homes for Orphaned Boys	100
Royal Soldiers' Daughters Home, Hampstead	100
Merchant Service Guild	100
Orphan Homes of Scotland (Quarriers)	100
Officers' Families Fund	50
Evelina Hospital for Children	50
Shaftesbury Homes and Arethusa Training Ship	50
Waifs and Strays Society	50
Total	2800 or \$7,917.50

Local Charities.	
Italian Convent Hospital	200.00
Netherland Hospital	1,000.00
Ying Wa Girls' School	200.00
C.M.S. Day School	400.00
Village School Fund	600.00
Victoria Home and Orphanage	1,000.00
C.M.S. Blind Home	1,000.00
St. Joseph's Home for the Aged Poor	400.00
Hong Kong Benevolent Society	500.00
Protestant Alms-houses Fund	200.00
Total	\$5,500.00

Grand total \$13,417.50

The President and Committee decide to acknowledge with grateful thanks the donation of \$770 received from Miss Woo, M.B.E., being part proceeds of the Auction of the Fiat Car and Diamond Bracelet sold after St. Paul's Girls' School Bazaar.

The defendant, when asked by the Court what he had to say, replied that he could not possibly have swerved the car because in doing so he would have collided with a telephone pole. "I have nothing more to say."

His Worship: Surely you must have something to say as to how the accident occurred?

Defendant: The child ran out from my right.

His Worship: Well, that makes it worse. You were on the left side of the road, and therefore you would have plenty of time to see the child coming and be able to apply your brakes!

Defendant: I applied the brakes, but the car could not stop.

The Magistrate said that it was quite clear that the defendant was driving a car without efficient brakes and also that he was going at an excessive speed. He would, therefore, impose a fine of \$200, or two months' hard labour, and he also ordered the defendant to pay \$100 compensation in default of which, defendant would have to serve an additional sentence of one month.

TWO MORE RECKLESS DRIVERS.

In fining a Chinese \$25 and recommending the suspension of his licence for three months, His Worship remarked that it seemed to be a very bad case. The defendant was charged with reckless driving.

Traffic Sergeant Clarke said the car was travelling at 30 m.p.h. and he signalled it to stop but instead of doing so it increased speed. The defendant also overtook another car on the wrong side.

Charles So, living in Queen's Road West, was fined \$20 for driving at a speed of between 30 and 35 m.p.h. at Sai Wan Ho.

THE MILITARY SITUATION IN HONAN.

WU PEI FU'S JUNIOR GENERALS GO OVER TO THE SOUTH.

STRONG FENGTIEN FORCES.

THE THREAT OF THE KUOMINCHUN.

Kaifeng, Honan, Feb. 2nd.

In these days it seems useless to write a letter describing local conditions, writes a *N.C. Daily News* correspondent.

Over night the situation changes, or else a new batch of rumours are afloat, making "the news of yesterday quite out of date to-day."

However, a glimpse over the present local Honan situation, as it appears to us in Kaifeng, may not be out of place.

It is well known that Marshal Wu Pei Fu's Generals in this province have been quarrelling among themselves, and their disunity has been the reason no attempt has been made to advance against the South.

Dissension in Wu's Camp.

Marshal Chang Tso Lin has become tired of waiting, and after several exhortations to Marshal Wu, has now definitely declared he can wait no longer, and has ordered the advance of his troops into Honan. Immediately all of the quarrelsome under-generals signed a secret agreement to unite under the leadership of General Chia Yun Ao to oppose the entry of the Fengtien troops, and since they are short of funds and ammunition, have turned to the South for help. It is stated that the Southerners have agreed to their terms, one of which is that the Nationalist troops shall not advance north of Sinyangchow for the present. It is significant that the senior generals have not signed this agreement, and some of them have now definitely committed themselves to the side of Fengtien.

The Fengtien troops now occupy all the district north of the Yellow River, and the Shantung troops, under General Sun Tien Ying, a Honanese, now occupy the Lung-hai Railway from Suchow to almost Kaifeng, and are spreading out in the districts south of the railway.

General Chen Piao and his Yi Chun troops, who now form part of the 18th army, are to protect the city of Kaifeng. This will mean that Kaifeng will have little to fear unless the Fengtien troops meet with defeat at the hands of the Southerners.

Fengtien's Strength.

From what one can learn the position of the Fengtien army is a particularly strong one. They are apparently well equipped, are well co-ordinated, and seemed to be pursuing a steady policy. Their immediate objectives seem to be three. To control the important junction city of Chengchow, to send troops south-west to Chowmeikow to Sinyang or Yenchow, and to protect the western border of the province from the Kuominchun.

With regard to the first objective, the city of Chengchow, it is to be noted that they have not attempted to force the issue, but are still on the north bank of the Yellow River, as far as is known here. Although their progress south has appeared to be very slow, yet this has been intentional. To have come too rapidly would bring them into conflict with

the disunited Chihli troops, and cause much hindrance to themselves in the long run, as well as suffering for the people. As it is there were a few skirmishes north of the river, and the Chihli troops tore up rails on the Yellow River bridge to prevent the Fengtien troops passing over after them, but the damage has not been great, and can readily be made good when the time is considered ripe to pass over in force. As far as can be learnt the delay is mainly to allow the Chihli leaders and troops to adjust themselves to the new Fengtien control, and every opportunity and incentive is given to enroll under Fengtien.

The second objective is the southern part of the Kinan railway. Despite the execrable roads, for it has been snowing and raining for some days, we hear that troops have been steadily proceeding along that route. This appears to be a very strategic move, for not only will it threaten the rear of the disloyal Generals in the centre of the province, but it will retard, if not prevent, the Southerners entering the south of the province, until the Fengtien troops should be heading for the same point by way of Kuaihi (Kuangchow).

The Kuominchun Threat.

The third objective seems to be the weakest point in their strategy at present. It has been suggested that Marshal Wu and the loyal Chihli units should be responsible for the defence by the western border against the Kuominchun, leaving a clear road along the Kinan railway for the Fengtien army to proceed south, but so far divided counsels have prevailed, and no adequate movement has been taken to that end. On the contrary it is said that General Chang Tsu Kung has retreated eastward from Loyang to Hehsihkuan, leaving an unopposed road for the Kuominchun to enter. From a reliable source we learn that General Feng Yu Hsiang is now at Tungkwan, the seat between Honan and Shensi, with some 20,000 troops, and it is inconceivable that he should not use this opportunity to come through with his men. What may perhaps be of some significance is the fact that representatives of General Feng Yu Hsiang are now at Chengchow, and apparently quite openly. Although public traffic on the Kinan railway has stopped, the Lung-hai is still running a regular service, though trains are never on schedule time. The Kaifeng branch of the Kuomintang is far from inactive, for "anti-imperialist" propaganda, is often seen, the local papers, sometimes over the name of the Hankow propaganda bureau, while considerable anti-foreign and anti-Christian literature comes through the mails. Three weeks ago the Kaifeng Kuomintang Executive Committee sent out a new year card the main sentiment of which was that Wu Pei Fu must be trodden under foot this year.

BRIBES FOR A "MOLO KWAI."

ANOTHER OPIUM POSSESSION CASE.

DEFENDANT FINED AND SENT FOR TRIAL.

Charged with the unlawful possession of four taels of non-Government opium and with attempting to bribe an Indian Constable with \$30, Wong Chik Sam was brought before Mr. R. E. Lindsell at the Central Magistracy yesterday morning.

Defendant was represented by Mr. E. Davidson, and the prosecution was conducted by Inspector P. Grant.

Police evidence was to the effect that an Indian constable on duty on the Western water front saw two Chinese approaching him. When they got near the constable, one of the men said "here, comes a molo kwai" (an Indian devil). They quickened their pace obviously to gain a side lane not far off. The Indian intercepted them and searched the accused. In a lower coat pocket he found an empty horn box which gave a strong smell of opium. Upon this discovery, the accused's companion ran away. The Indian asked the accused to open a small black box which he was carrying in his hand, but the accused protested that he had no key. He was taken to the police station. On the way accused offered the constable \$30, saying, "I have only four taels

(Continued at foot of next column.)

MARRIED IN HONG KONG.

MR. DALLAS, A SHANGHAI JOCKEY.

Telegraphic information arrived from Hong Kong yesterday (says the *N.C. Daily News* of Saturday) to the effect that Mr. Alexander Norman Dallas had found time during an interval in Hong Kong Jockey Club's racing programme to be married to Miss Esther Cook.

Mr. Dallas is the younger son of Mr. and Mrs. George Dallas, of Shanghai, and is as well known and successful as a jockey as his father is as an owner and trainer. He has been riding on the course but a very few years, yet he has managed to win most of the important races and probably, in the time he has been riding, has had a larger percentage of wins than any other jockey. He had a very successful time at the Hong Kong meeting.

Mr. Dallas's bride is the younger daughter of the late Mr. Joseph and Mrs. Cook, of Glasgow, and also is well-known in Shanghai, where she has resided for some time past. It was stated last week that the wedding was to be a very quiet affair.

of opium. Take this and let me go." At the station accused produced the key and opened the box, and in it the opium was found. For possession of opium, defendant was fined \$20.

On the charge of bribery defendant was committed for trial.

HOTEL THIEF SENTENCED.

"TOOK ARTICLES TO ENSURE PAYMENT OF COMMISSION."

MAGISTRATE HOLDS "CASE CLEARLY PROVED."

Ernest Trevor, an Australian, was sent to prison for one month by Major C. Willson at the Central Magistracy yesterday, on two charges of larceny of property from residents of the Glenelg Hotel. He was also fined \$50 for the possession of a revolver without a permit.

Defendant pleaded "not guilty" to the larceny charges, and admitted possession of the pistol without a permit, but said he did not carry the weapon with any felonious intent.

Defendant's statements were accepted as a plea of not guilty to all the charges, and evidence was called.

Mr. Haynes Testifies.

Mr. L. E. Haynes, a resident of the hotel, said accused had often visited him there and on previous occasions witness had lost some money. About the middle of last month he lost two silk shirts and two collars, but did not suspect the accused. On the 25th of last month when witness returned to the hotel in the evening he found the accused in the corridor outside his room. Upon being asked if he had waited long accused replied "No," and pointing to room No. 7 said, "I have just rung for the boy." They went into witness's room and had tea. That night Madame Gouchier, occupant of room No. 7, reported thefts from her room. Next morning witness began to suspect accused in view of his admission that he had been in room No. 7 to ring for the boy. Witness informed the police.

A Lady Victim.

Madame Gouchier spoke about missing things from a locked suit case. The amazing thing was, she said, that it was also locked when she returned to the hotel.

Sgt. Carey gave evidence of searching a cubicle at No. 35, Connaught Road Central, where accused said he slept. On the bunk he found two silk shirts and two collars which Mr. Haynes identified as his property. In a leather bag witness found some other articles and the revolver which Madame Gouchier had just identified in Court.

Defendant's Story.

Accused said that he had been promised employment on the guard launch "Chip Yat." Inspector Brennan had given him a good recommendation and he was sure to get the job. Just before Chinese New Year Mr. Haynes approached him and suggested that while waiting for his appointment to the "Chip Yat" witness should canvass for advertisements for his *Hong Kong Ladies' Weekly* on a commission basis.

Employer Does Not Pay Up.

Witness took the job and he had himself collected all the advertisements for that paper. But each time he approached Mr. Haynes for some of the money due to him he was put off. He did not even receive stamps for correspondence in connection with the paper. Feeling indignant, witness took the things to his security. He thought at the time that they were all Mr. Haynes's property. He was not aware that the room next door was occupied. Previously he had been given permission to use the bathroom there and concluded Mr. Haynes was occupying it also. Up to date witness had received only \$3.00 from Mr. Haynes for his work in connection with the *Ladies' Weekly*.

Not Guilty Of Larceny.

Accused said he had some very good testimonials as to his character from his eight years in China, and it was for His Worship to decide if it should be married as the result of this case. He (accused) contended that as he had the intention to return the articles when he received his money he was not guilty of larceny. In support of this contention he read Archbold's definition of larceny to the Court.

The Sentence.

Addressing the defendant, the Magistrate said that the case had been clearly proved. There was no doubt that the articles were stolen by the defendant. On the first two charges, defendant would have to serve one month's hard labour in gaol, and on the charge of being in possession of arms without a licence, the defendant would be mulcted in the sum of \$50, or one month in default. The sentences to run consecutively.

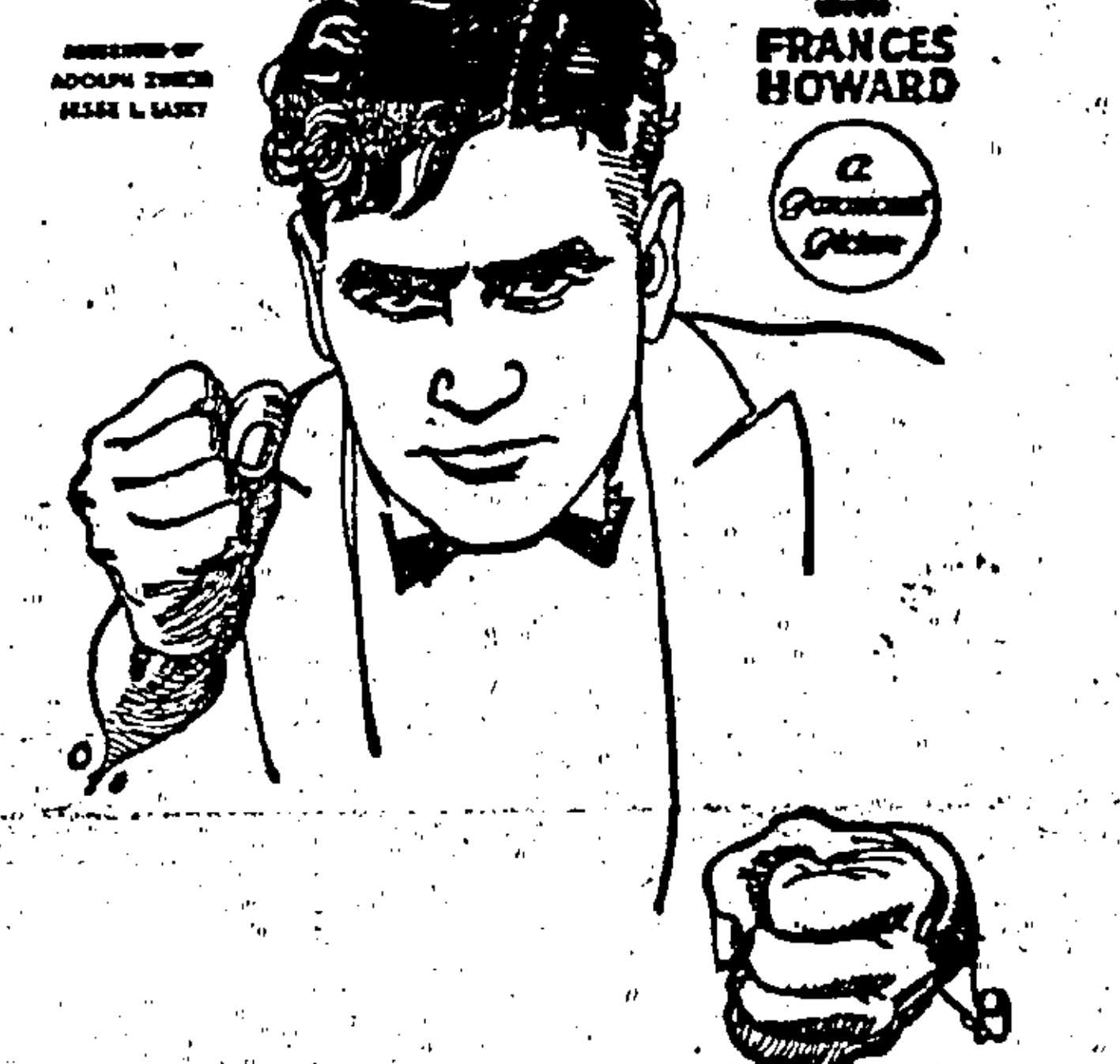
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STARRING CONSTANCE TALMADE in DULCY.

CONSTANCE TALMADGE

FILM AT THE "STAR."

GOOD ACTING BUT A WEAK STORY.

[BY OUR FILM CRITIC.]

One feels that "Dulcy" showing to-day at the Star is rather a waste of an excellent actress, but even in an uninteresting part Miss Constance Talmadge always holds one's attention. The story is briefly this: Dulcy is the adoring but brainless wife of Gordon Smith, an oil broker, who is anxious to make a big deal with a certain cross-grained Mr. Forbes. Dulcy at this moment is seized with an ambition to be her husband's business partner. She begins by discrediting him with Mr. Forbes at a business conference, and continues by inviting the Forbes family for a week-end, when she drives the old gentleman nearly crazy by her efforts to entertain him and informs him that oil broking is merely a pastime with Gordon who has "ever so many other interests." Were it not for Miss Talmadge's delightful personality and clever characterisation one would find Dulcy insufferable in her stupidity, but even this with the admirable impersonation given by Claude Gillingwater of Mr. Forbes cannot make it an outstanding film. The fault lies in the story—one can't take any great interest in a fool of a heroine, however well played. One suspects that the really amusing incidents were supplied by Anita Loos who assisted in the direction.

Manon Lescaut and Don Juan.

John Barrymore whom we saw not long ago in the "Sea Beast"

has just completed two new films which we hope to see soon in Hong Kong. One a screen adaptation of Manon Lescaut is called "His Lady," Dolores Costello plays the heroine and there are some particularly fine scenes especially those on the convict ship. The other, which has just been released in London, is based on the legend of "Don Juan" and gives Barrymore ample opportunity to show his physical grace and remarkable acting. The setting of the picture is a triumph of artistic photography, the scene in Lucezia Borgia's palace being specially lovely.

BEN HUR.

Among other recent films which have received high praise is "Ben Hur" which has taken 3 years to make and cost \$200,000. Almost purely spectacular bringing into the screen crowds 50,000 strong and recreating the glory that was Rome and Jerusalem in the time of Christ, it is an overwhelming picture. There is a vivid scene of the slave benches in a Roman theatre. Row after row of broken men toil at the great oars, the vessel is attacked by pirates and there is a magnificently staged naval battle. Equally thrilling is the chariot race. One does more than see the race, one takes part in it. The screen is swept with swiftly changing pictures of each contestant straining every nerve to outdistance his rival, the chariots seem about to dash out of the screen on top of the audience. Fine in another way are the scenes in the life of Christ. The sacred figure is never actually shown but His presence pervades this part. "Ben Hur" is a film which every one will want to see when we get it, as we hope we will, out here.

A Reminder



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SHADES.

—

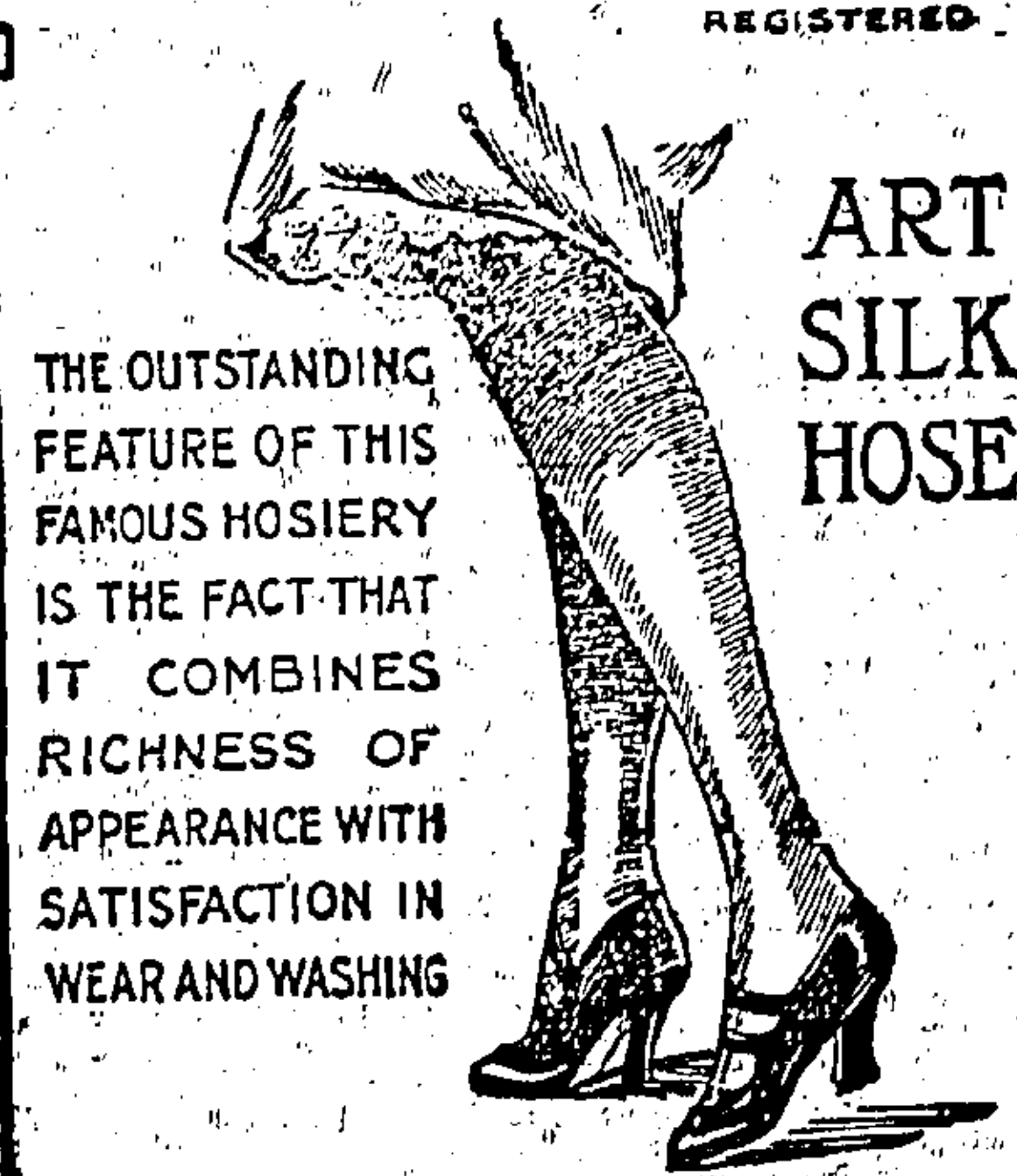
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FANLING HUNT.

[By RAPIER.]

There was a big field when hounds met on Sunday at Comdr. and Mrs. Hartford's bungalow. Moving off at 9.45 the field proceeded to the Valley at the back of the K.O.S.B. Camp and were left there in charge of Mrs. R. J. Paterson whilst the Master and Whips took the hounds through the pass leading to Shum Chun. Hounds were thrown in and eventually re-joined the field and a line was picked up and run along the Valley towards the Portuguese Golf links where hounds were at fault.

The Master here made a lucky cast to the left and hounds quickly picked up the scent and ran a line to the top of the ridge where the K.O.S.B.'s crest now stands. The wind was very strong and brought to mind Jorrocks's saying "Never take your hounds out on a werry windy day." However, pushing down towards the camp the scent improved and Reynard was viewed away making in the direction of Shum Chun.

The foot followers on the crest of the hill had the best of it for on nearing the end of the ridge Reynard took a sharp turn to the left and went away over the crest leaving the field in the wrong valley. Galloping round the base of the hill the Master with some dozen of the field were in time to see the leading hounds driving their fox down the hill and a kill seemed certain provided he held his line. The wily animal, however, on reaching the valley turned left and running before the wind hounds were unable to hold the line. After a good run of an hour with an increasing wind it was deemed advisable to call it a day and the field accordingly repaired to Comdr. and Mrs. Hartford's Bungalow where thirsts were quenched and thanks rendered.

Meets.

The Meet to-day is at the Hunters Arms at 2.30 and on Saturday next at the Sheung Shui Police Station. On Sunday there were to be a paper chase for a cup to be presented, further particulars of which will appear in these columns on Saturday morning.

Meet of Subscribers to Hunt.

A meeting will be held by the courtesy of the Stewards of the Hong Kong Jockey Club in the latter's room in Chater Road at 12.30 p.m. to-morrow (Thursday), when it is hoped a representative gathering will be present. The business of the meeting will be (1) to make arrangements regarding the Hunt during the summer; (2) to fix date and programme of next Steeplechase meeting; and (3) to discuss the question of a Hunt Ball.

Vale.

To-day Messrs. L. P. Ralph and E. A. Brodie depart on the *Empress of Asia* on Home leave. These two young gentlemen riders will be very much missed in local racing circles more especially by those with whom they have come in close contact as the atmosphere of the Jockeys' Room for the healthier and better for their presence. I hear that it is unlikely that either of them will return to the Colony but I trust that this is not true. Ralph's rise to local racing fame has been somewhat meteoric as he did not commence riding seriously until the 1926 Extra Meetings. At the recent annual meeting he was second in the list of winning jockeys having got six firsts, four seconds, and six thirds. Brodie won the two classic Sub. races for Mrs. R. J. Paterson in fine style and as a Jockey he stands high in the Shanghai School. The racing public will, I feel sure, join with me in wishing these two riders a jolly good holiday.

Another rider leaving to-day for Home is Mr. T. C. Beck who is better known "over the sea" as having taken part in several races at Kwantung. He is fortunately coming back here after his leave and all Chasers will wish him a bumper holiday.

Annual Race Meeting.

On looking through the results of the races at the above meeting it would appear that Messrs. Tester and Abraham's stable established a record. They entered three ponies, one or other faced the starter nine times, and they finished up with 3 firsts, 3 seconds and 3 thirds.

PUBLIC ROUP.

SEVERAL WELL-KNOWN
PONIES SOLD
YESTERDAY.

BRISK BIDDING BY CANTON BUYERS.

No less than twenty-nine well-known race ponies were offered for sale at the Public Roup, held at the Jockey Club Stables, at Causeway Bay, yesterday. The Auction was conducted by Messrs. Hughes and Hough and there was brisk bidding mainly by several prominent Chinese from Canton and Macao, no less than twelve ponies being purchased for Canton. Mr. Sum bought ten, and Mr. Leong two. Messrs. Mack Chai and Chan Kee obtained one each for Macao.

Of the twenty-nine ponies offered only twenty-two changed hands, seven of them being withdrawn. Of the ponies sold, eight were purchased by local residents. Mr. J. K. Bonfield purchased *Tilmont* and *White Horse* for \$120 and \$160 respectively. *Salt Cellar* and the *Pink Lady* were knocked down to Mr. B. Montague Ede for \$85 and \$140 respectively. Lt.-Col. Russell bought *Grosvener* for \$120. *Min River* was sold to Mr. J. J. Paterson for \$220. *For Trot* fetched a similar sum, and *Pearl River* charged hands at \$140.

By far the best pony offered was the Black stallion *Pasha*. He is an arab crossbreed and looked very smart. The reserve was \$400 and he was not sold.

The following were the ponies sold:—

Stonehenge, 13.1 hands. Started with \$10, was knocked down for \$100 to Mr. Mack Chai.

Invader, 13.1 hands. Started with \$10, was knocked down for \$40 to Mr. Leong.

Turnabout, 13.0 hands. Started with \$10, was knocked down for \$110 to Mr. Chan Kee.

Cavite Bay, 13.0 hands. Started with \$20, was knocked down for \$85 to Mr. Sum.

Salt Cellar, 13.1 hands. Started with \$10, was knocked down for \$95 to Mr. B. Montague Ede.

Boston, 13.2 hands. Started with \$20, was knocked down for \$120 to Mr. Sum.

Tilmont, 13.1 hands. Started with \$25 was knocked down for \$150 to Mr. J. K. Bonfield.

White Horse, 13.0 hands (Third in the Nil Desperandum Stakes). Started with \$50, was knocked down to Mr. J. K. Bonfield for \$160.

Grosvener, 13.2 hands. Started with \$20, was knocked down for \$120 to Lt.-Col. Russell.

Persistent, Black Sub-Griffin, 13.1 hands. Started with \$50, was sold to Mr. Sum for \$130.

Nell Guyman, 13.1 hands. Grey Mare, Griffin, 1926. Started with \$20 was sold for \$50 to Mr. Leong.

But an' Ben, Bay, Sub-Griffin. Started with \$10, was sold for \$70 to Mr. Sum.

Belduney Star, Dun, 13 hands. Winner of many races. Started with \$50, sold to Mr. Sum for \$150.

Kubilai Khan, 13.2 unstarted. Started with \$20 sold to Mr. Sum for \$80.

The Pink Lady, Grey 13.1 Griffin. Started with \$30 sold to Mr. Montague Ede for \$140.

Silver Hall, 13.2 hands. Started with \$10 sold for \$85 to Mr. Sum.

Jade Hall, 13.2 hands. Started with \$20, sold to Mr. Sum for \$120.

Mountain Stag, 13.2 Sub. unstarted. Started with \$20, sold for \$90 to Mr. Sum.

Pearl River II, 13.2 hands. Started with \$25, sold to Mr. M. M. Watson for \$140.

Min River, 13.0 hands. Started with \$25, sold to Mr. J. J. Paterson for \$220.

King Fern, Started with \$20, sold to Mr. Sum for \$130.

Foratut, Started with \$100, sold for \$220 to Comdr. Harold J. Comyn.

The following were the ponies withdrawn from the sale:—

Pasha, Black—Stallion, Arab Crossbreed, 13.1 hands.

Southampton, 13.1 hands, 4th in the Maiden Stakes.

Kwan Tai, 13.1 hands. Winner of Fanling Steeplechase, and entered for Macao Meeting.

Golden Star, 13.0 hands.

Barley Grass, 13.0 hands. Winner the Royal Navy Cup, 3rd in The Garrison Cup.

San Diego, 13.2.

Smoke Call.

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

At Fanling on March 5th-7th. F. A. Perry 88-17-81, qualified.

Other scores:—
R. L. Mounierief, 90-8-84,
J. S. McLaren, 98-12-88.

There were 30 entries.

Optional Pool.

F. J. de Roma, 83-7-76, wins.

There were nine entries.

LAWN BOWLS.

ANNUAL MEETING OF ASSOCIATION.

THE ARRANGEMENTS FOR THIS SEASON.

All bowling clubs of the Colony were represented at the annual general meeting of the Hong Kong Lawn Bowls Association which was held last evening at the Hong Kong General Chamber of Commerce Room, Mr. B. W. Bradbury, retiring President, being in the chair.

At the outset of the meeting, all present stood in silence, as a token of respect to the late Mr. J. Blake, formerly a prominent bowler in the Colony.

Commenting on the statement of accounts the Chairman said that they were very favorable, compared with the previous year. The inter-club game having been played at Shanghai last season, the balance in the bank was a little more, namely \$735. This balance was largely due to the fact that they had not had the Shanghai team with them, and that no medals were awarded to winners of the League. This year they would need their balance to entertain the Shanghai players, if they could come.

League Entries.

It was decided that the closing date for entries to the League should be March 31st.

All the Clubs, it was intimated who participated last year were likely to figure in the League programme this year.

Last year's clubs were:—

DIVISION I.

Taikoo R.C.
Kowloon Dock
Craigengower C.C.
Civil Service C.C.
Police R.C.
Kowloon B.G.C.

DIVISION II.

East Point R.C.
Kowloon C.C.
Taikoo R.C.
Civil Service C.C.
Craigengower C.C.
Yacht Club
Club de Recreo.
Indian R.C.

It was decided that the League programme should begin on Saturday, May 7th and entrance fees to the League are to be the same as last season, namely \$50 per club.

After considerable discussion, it was decided that the Police R.C. who finished last in the First Division, and are therefore due for relegation should remain in the First Division, and that Kowloon C.C. who are due for promotion shall move up. New clubs entering will go into second division, but an attempt is to be made to make as far as possible an equal number of clubs in each division.

Bowls Championship.

It was decided to conduct the Open Bowls Championship on the same lines as last season. Entries for this competition will close on Saturday, April 2nd.

It was decided to eliminate the Double Championship competition from the programme this season, but the Spey Cup competition will take place as usual.

Officers Elected.

The officers for the ensuing year were elected as under:—

President, Mr. R. Sutherland;
Vice-President, Mr. D. Templeton;
Hon. Secretary, Mr. C. J. Tacchi (re-elected); Hon. Treasurer, Mr. A. O. Brown (re-elected).

Thanks by the President to the officers of the Association for their assistance and support during the past season concluded the meeting.

LAWN TENNIS.

NO MATCHES YESTERDAY.

Weather and ground conditions prevented any tennis yesterday and all the matches down for decision at the Hong Kong Cricket Club courts had to be postponed.

To-day's matches are:—

Open Singles.

Cheong Tuk Wing v. Rev. F. P. W. Alexander.
T. Ema v. Dr. D. S. Valentine.
Lim Peng Chen v. Col. C. Russell Brown.

Yew Man Kit v. Ng Sze Kwong.

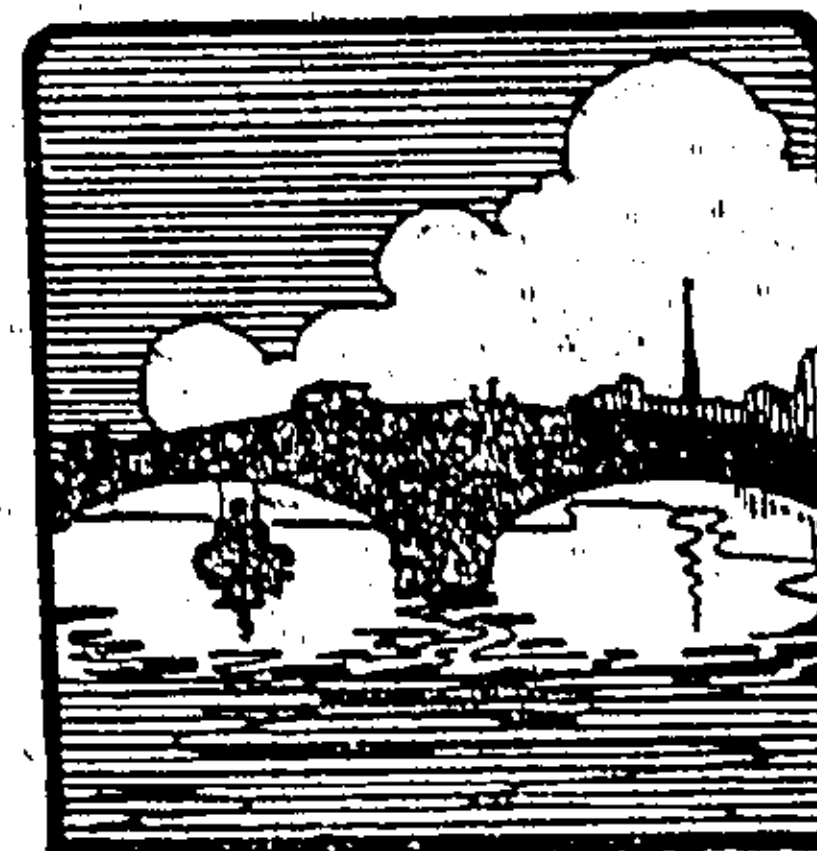
Club Championship.

R. K. Valentine v. F. A. Redmond.

Handicap Singles "B."
P. E. Barker (rec. 4/6) v. H. C. Macnamara (rec. 15/3).

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HOCKEY.

H.K.H.C. v. K.O.S.B.'s.

This game will be played to-day at 5.15 p.m. sharp on the U.S.R.C. ground.

H.K.H.C.:—S. H. Garrod, A. A. Dand, L. A. R. Duncan, Rev. N. Evans, E. J. R. Mitchell (capt.), Major J. P. S. Greig, R.E., R. K. Valentine, W. Woodward, Capt. J. H. C. Walker, R.A.M.C., Capt. E. Jacob Larkcom, R.E., and G. P. Lammert.

RUGBY FOOTBALL.

H.K.F.C. v. SUBMARINE

FLOTILLAS.

At Happy Valley, 5.30 p.m. to-morrow.

H.K.F.C.:—J. A. Summers; Pritchard, Jacob Larkcom, Bowker, Lammert; Stephenson, Wales; Millar, Foster, Akehurst, W. L. Smith, Jordan, Lee, Beveridge, Garrod.

WELL-KNOWN PLAYERS IN SHANGHAI FORCE.

As recently stated in our columns the last Middlesex, now in Hong Kong number among its officers J. R. B. Worton, England's scrum half, against Wales and J. W. Clinch, the prominent Irish forward. In the same battalion is C. W. Hayden, the speedy wing three-quarter, who has often turned out for the Harlequins, while among the officers of the Border regiments are P. J. Chambers, of Roslyn Park and late of the Royal Air Force, and K. L. Herbert, of the London Scottish. Richmond has lost W. A. G. Douglas, who is here with the 1st Devons.

HOME FOOTBALL.

THE ENGLISH CUP

SEMI-FINALS.

[THROUGH BUTTER'S AGENCY.]

LONDON, March 7th.

The draw for the semi-final stage of the Football Association Cup was made in London to-day, resulting as follows:—

Millwall or Southampton v. The Arsenal.

Chelsea or Cardiff City v. Reading at Wolverhampton.

Matches to be played on March 28th.

Both the semi-finals are to be played on neutral ground, and there appears to be an equal chance for the teams, with the odds slightly in favour of the Arsenal and Cardiff City of entering the final.

ENGLISH LEAGUE.

WEST HAM DEFEAT

ARSENAL.

LONDON, March 7th.

Playing at Upton Park to-day, West Ham overwhelmed Arsenal, the Cup semi-finalists, piling up a score of seven goals without reply.

VOLUNTEER RIFLE MEETING.

ANNUAL EVENT ON APRIL 17TH AND 18TH.

The annual rifle meeting of the Hong Kong Volunteer Defence Corps is to take place at Stonecutter's Range on April 17th and 18th (Easter Sunday and Easter Monday). Intending competitors must send in their names, accompanied by entrance fees, not later than noon, Monday, April 4th, to the Hon. Secretary, Rifle Meeting, Volunteer Headquarters.

The programme, as usual, is an interesting one. It comprises thirteen competitions, which are as under:—

1. Corps Championship (H.V.D.C. members only). The winner holds the Championship Bowl for one year, and will be given a replica of it.

2. Tyro Competition (Open to any member of the Corps who has not scored over 65 in Part II. of the Musketry Course during the past three years).

3. Jar Competition (H. V. D. C. only).

4. Title Competition (H. V. D. C. only).

5. Hong Kong Volunteer Reserve Challenge Cup (Open to No. 9 only).

6. Attack Competition (H.V.D.C. only).

7. Musketry Competition (open to all members of the Hong Kong Volunteer Defence Corps).

8. Blake Shield (H.V.D.C. only). The O/G. of the winning company holds the Shield for one year, and a memento is given to each member of winning team.

9. Francis Cup (Open to H.V.D.C. only). Cup held for one year by O/G. of winning platoon.

10. Lewis Gun Competition (H.V. D.C. only).

11. Revolver Competition (H.V. D.C. only).

12. Revolver Competition (open to all comers).

13. Machine Gun Competition (H.V.D.C. only).

Full particulars of conditions, etc., regarding the Rifle Meeting will be found in a handy and neatly compiled programme which has been issued by the Committee, and from which intending competitors can glean all necessary information.

KOWLOON MARATHON.

A CORRECTION.

In our issue of yesterday, we published the winner's time, 34mins. 11secs., as the record for the event. The time is best for the past four years, but does not equal A. Mair's time in 1921, whom he covered the distance in 30mins. 23secs. Pte. Cranton's time is, therefore, not a record.

A THREE MINUTES' SILENCE.

ANNIVERSARY OF DR. SUN YAT SEN'S DEATH.

THE MARITIME CUSTOMS AT CANTON.

PLANS BEING MADE TO TAKE THEM OVER.

[FROM OUR CHINESE CORRESPONDENT.]

On March 12th, at noon, a three minutes' silence will be kept in Canton out of respect to the anniversary of the death of the late Dr. Sun Yat Sen.

A so-called conference of all classes—students, farmers, workers and merchants—has been called in the hope of preventing the "rice riot" which the workers are threatening to organise, in connection with the dispute over the dismissal of shop assistants. The conference is offering to mediate in the dispute.

Under the pretext of suppressing "the crime wave" in Canton, but probably more with a view to taking action should the dispute referred to above lead to active trouble, the General Officer Commanding the Troops in Kwangtung has called into the city details of the 50th and 60th regiments of the 20th Division.

The Kuomintang are considering a proposal to make local banknotes legal tender in all foreign business done in territory under Kuomintang jurisdiction. It is stated that some foreigners refuse now to accept Kuomintang banknotes.

General Tang Seng Chi, officer commanding the troops in Hunan, has given special orders to guard the Hunan-Yunnan border against possible anti-Red invasion. This would tend to show the power of the "anti-Reds" in this quarter is not so negligible as some of the Kuomintang Press agencies would have us believe.

Military Officers For Moscow.
By order of M. Borodin, a number of Kuomintang military officers are to go to Moscow for a short course of training. While at Moscow these officers will be paid their usual salary, amounting to an average of \$3,360 a year.

An attempt is being made to re-organise the General Chamber of Commerce in Canton. So far only 64 lines of business are represented in the Chamber whereas there are, it is said, 180 different trade guilds which should be identified with this body.

All operators in the silk filatures have decided to associate themselves with the Canton Mechanics' Union, an organisation which has generally adopted a moderate policy in trade disputes.

The Customs At Canton.
As I stated on Monday, it is announced that Mr. Y. Chen Kie Woon, Mr. C. Y. Wu (Ng Shueing Ying) and Mr. Sze Chung Ao, all formerly or at the present time connected with the Canton Government, have been appointed a commission to prepare for the taking over of the Canton Customs, a service still under the control of the Peking Government.

Mr. Chen Kie Woon was a graduate of the Peking Government University more than ten years ago. At various times he has been chief of the traffic department of the Canton-Samsui Railway; principal of the Pui Ying Primary School; Commissioner of Kwangtung Finance, and Canton Municipal Treasurer. At present he is president of the Kuo Min University, a private school in Canton. Mr. Chen holds an engineering degree from the Peking Government University.

Mr. C. Y. Wu, LL.B., is a graduate of Oregon University, U.S.A. For some time he was a professor of law in the Canton Government Law School, now a part of Sun Yat Sen University. He was also at one time an assistant editor of the *Canton Times*. Mr. Wu has been a private secretary to Mr. Sun Fo since 1920 and is regarded as Mr. Sun Fo's right hand man. He carried out secretarial duties when Mr. Sun Fo was Mayor of Canton, Commissioner of Reconstruction, etc. He followed Mr. Sun to Hankow, and is one of the several departmental chiefs under Mr. Sun. His particular position in Hankow at the moment is Chief of Posts.

Mr. Sze Chung Ao, a Columbia University man, is also a private secretary to Mr. Sun Fo. He returned from America and joined Mr. Sun Fo only two or three years ago, while in Canton. Mr. Sun made Mr. Sze a director of the Canton railway lines. While a student in America, Mr. Sze served as a Y.M.C.A. secretary and was manager of the *Chinese Students' Monthly*.

(Continued on next column).

CORRESPONDENCE.

THE CONSCIENTIOUS PASSENGER.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I am not alone, I am sure, in a desire to congratulate the Peak Tramway Company on the marked improvements both in appearance and comfort of the new cars just put into use.

As a constant traveller on this line I have, of course, closely studied the Company's bye-laws (subject to which my tickets are issued) and, like my fellow passengers, am absorbed by an anxiety not to infringe them.

I have not, therefore, as far as I can remember—either smoked or spat "in the interior" of any car since the new cars came.

The structure of the new cars—being all "interior" has naturally caused us (I refer to the bye-law abiding) some consternation. How and where to smoke is the question.

Were it not for a solemn appeal not to lean out of the windows a solution might be obvious, but the inveterate and conscientious smoker is clearly reduced to accommodation on the steps outside the entrances and if he will then keep his back to the wind no transgression either in letter or spirit need be feared.—I am, yours, etc.,

HALO.

Hong Kong, March 8th, 1927.

SANITARY BOARD.

A QUICK MEETING.

The meeting of the Sanitary Board yesterday afternoon was an exceptionally short one, especially when compared with recent meetings, which have involved discussions.

There was no business of public interest, and what there was before the Board was disposed of in less than two minutes.

On the motion of the President, applications for the registration of No. 70, Wellington Street, ground floor, No. 8, Tung Lo Wan Road, and No. 10, China Terrace, Mong Kok, as dairies were granted. There was no other business. Those present at the meeting were: Mr. N. L. Smith (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. J. C. McGown, Mr. J. P. Braga, the Hon. Mr. H. T. Cressy (Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

HONG KONG AND SHANGHAI BANK CASE.

FRAUD CLAIM FAILS.

The Hong Kong and Shanghai Banking Corporation lost their action against Mr. G. B. Henkel, of Hankow, of Tls. 47,000 according to a judgment given by Judge Milton D. Purdy in the U.S. Court for China at Shanghai last week. The Bank had sued for the sum with interest from March 3rd, 1926, as damages for fraud and deceit, which it was alleged the defendant practised upon the bank while he was acting as director and manager of the Central China Export Company.

Judge Purdy found there was no fraudulent representation and judgment was accordingly entered for the defendant with costs.

The Kuomintang General Headquarters in Canton, on March 7th, issued a special order to all troops forbidding them to molest foreign churches and schools, adding that those doing so will be severely punished. Gatherings of anti-Christian and anti-foreign students met, however, at the Sun Yat Sen University yesterday and passed resolutions demanding that foreign schools should be prohibited from controlling educational institutions. A special attack was made on the French-Chinese Medical College, the demand being that it should come under Kuomintang control. The Chinese students were promised "full support," if they desert the College.

Tuesday was observed as Women's Rights Day in Canton, some 600 Chinese women holding a "mass meeting" at Sun Yat Sen University. The women made a "declaration of independence," asking for "rights" equal to those now enjoyed by men. In Canton, however, it was generally thought that the women were simply wasting their time. There is now no law in China excluding women from politics or political rights.

Canton postal employees did not work the latter half of March 6th, and when asked why they took a half holiday without the consent of the postal authorities, they replied that all postmen had to attend the general meeting of their union and elect officers for the ensuing year.

THE TROOPS IN HONG KONG.

THEIR CAMPS AND BILLETS.

TWO PACK BATTERIES DUE AT END OF WEEK.

1st FIELD BRIGADE R.A. EXPECTED NEXT WEDNESDAY.

The order for the Suffolks to return from Shanghai has been countermanded, and it seems probable, therefore, that the Devons will ultimately take their place as part of the Garrison in Hong Kong.

The Devons, of course, belong to the 14th Infantry Brigade. The Headquarters and the three other battalions of that Brigade are in Shanghai and in the circumstances it seems reasonable to suppose that Military Authorities decided, in order to avoid unnecessary troop movements, to use the Suffolks to bring the Brigade to strength and to leave the Devons here. At present the Devons are at Camp by themselves at Lowu. Upon their return they will probably go to barracks.

The 13th Infantry Brigade.

Of the four battalions comprising the 13th Infantry Brigade, the Middlesex and the Green Howards are now in Camp at Fanling. The 1st Border Regiment are in barracks and the 1st Cameronian (Scottish Rifles) yesterday afternoon were still on board the *Herminius*. The *Herminius*, however, went alongside the wharf preparatory to the disembarkation of the troops and it is believed that the Cameronian will leave for camp at Kwantung this (Wednesday) morning. The Border Regiment will join them there shortly but the date has not yet been fixed.

The Pack Batteries.

The 4th Pack Brigade Headquarters, R.A., and the 21st Pack Battery, R.A., which were on the *Herminius* will also go to Kwantung. The Base Hospital, and the Field Ambulance will take up their quarters for the time being on the Marina, Kowloon.

Still to Come.

The 13th and 20th Pack Batteries, R.A., which are on the *Bellerophon* are expected on Saturday and the Headquarters of the 1st Field Brigade, R.A., and two Field Batteries, which are on the *Caledon* are due to arrive on Wednesday next. These batteries will be accommodated, it is expected, on the Marina.

The guns of the Field Batteries are eighteen-pounders. They are drawn by the latest type of tractors known as "dragons."

The Mobile Forces.

When the *Bellerophon* and the *Caledon* put in an appearance, therefore, the mobile force in Hong Kong, exclusive of the Regiment, will be:

Middlesex.
Green Howards.
Border Regiment.
Cameronian.
Three Pack Batteries, R.A.
1st Field Brigade, R.A.
Base Hospital.
Field Ambulance.

Billets.

At the conclusion of the period in camp, it is expected that the Middlesex, Green Howards and the Border Regiment will go to the Peninsula Hotel and the Cameronian to the Bope Factory.

The 1st Field Brigade, R.A., will also go to the Bope Factory and the three Pack Batteries to the Tannery.

The Base Hospital will take up its quarters at the Diocesan School and the Field Ambulance at King's College.

The Headquarters of the 13th Infantry Brigade will be at Whitfield Barracks.

It is uncertain where the Devons will go on return from Lowu. It was thought they would be accommodated at the Race Course but now, as stated, it is possible they may go to barracks.

BREAD SUPPLIES.

The military authorities have accepted the tender of Messrs. Lane, Crawford's, Ltd., for the supply of bread to all troops in Hong Kong and the New Territories.

The firm has also secured the Navy contract for 1927.

Messrs. Lane, Crawford's new plant is sufficient to provide bread for 10,000 troops, the Navy and the civil populace without undue pressure.

NAVAL FORCES.

ANOTHER CRUISER AND AIR CRAFT CARRIER.

The aircraft carrier H.M.S. *Argus* and the cruiser H.M.S. *Dauntless* are expected to reach Hong Kong at the week-end. H.M.S. *Dauntless* is attached to the First Cruiser Squadron.

The Eight Destroyer Flotilla is also due at the week-end. This comprises the flotilla leader, H.M.S. *Bruce*, and the destroyers:

H.M.S. *Sepoy*,
H.M.S. *Seraph*,
H.M.S. *Serapis*,
H.M.S. *Sirdar*,
H.M.S. *Somme*,
H.M.S. *Sterling*,
H.M.S. *Stormcloud*, and
H.M.S. *Thracian*.

H.M.S. *Bruce* is a destroyer of 1,900 tons, carrying five 4.7 guns and three anti-aircraft guns.

The destroyers are all of 1,075 tons and carry three 4-inch guns. They left Shernow for China on February 8th, and have been travelling at economical speed.

AT SHANGHAI.

LOCAL COMMITTEE BUST.

The accommodation of the British troops in Shanghai has been in the hands of a local committee from the start, experts being employed on the works, says the *N.C. Daily News*. Already probably half a million dollars (Mex.) has been spent on buildings and other accommodation. This, fortunately, is non-recurring expenditure.

To realize, however, what the running expenses of a force such as this amount to, it has to be borne in mind that the pay drawn locally by men of an English battalion comes to approximately \$1,000 a week, and as we have in port six battalions (including the Marines aboard the *Minnesota*), one can see \$6,000 weekly for a commensurate cost. This does not include officers' pay, and there is also the staff without details to be added. Then the two Indian battalions will have to have their quota reckoned in. It is quite impossible to give an idea of the total expense, for besides 65 cents a day for the food of the soldiers, there are all the other incidentals—equipment and the like, which are very heavy items—to be taken into consideration.

THE Y.M.C.A.

QUEEN'S BUILDING CENTRE OPENING TODAY.

PUBLIC SUPPORT ASKED FOR.

Yesterday, when a *Daily Press* representative entered the ground floor of Queen's Building, formerly a bank premises, but now the Naval and Military Y.M.C.A. on the Hong Kong side, he found that it was almost ready for opening.

The opening is in fact taking place to-day, although a little longer time was really required to complete the alterations. However, in view of the fact that the Forces have now practically all arrived, it has been decided to hurry on the opening of these premises.

Yesterday it was bare and deserted, except for its furnishings, but one may be sure the atmosphere will be very different to-day and the many following days when each room is expected to have a full complement of men in khaki or blue thronging it.

The "Cheer O.Y.M."

A cheerful welcome is immediately extended to the Service men who enter, by reason of the plant bedecked central stairway leading from the ground floor, and the "Cheer O.Y.M.C.A." splashed in a red poster on the wall of the first landing.

On the left of the entrance is the reading, writing and music room. This has been fitted out with rattan chairs, and the walls decorated with cheerful pictures. There is already a stock of books, papers and magazines, but more will be heartily welcomed by the Organising Committee. A gramophone has not been forgotten and records will be very acceptable.

Upstairs there is a well arranged concert room, furnished with rattan chairs, miniature platform and piano. Music will be provided on most evenings, both by local residents and by the Service men themselves. Impromptu concerts will probably become a daily matter, and besides these there will be entertainments by local talent. Across from the concert room is that invariable adjunct to a Service Y.M.C.A., namely the refreshment room, which in this case will be complete with coffees and tea bar, and eatables as very moderate prices.

The Y.M.C.A. for the troops in Peking Road is progressing, and will be open shortly. For the troops at Kowloon the St. Andrew's Young Men's Club, as previously mentioned this week, will be available nightly, with gramophone, piano, magazines, writing materials, etc., while a concert will be held every Wednesday. These arrangements will start on Tuesday next.

It is needless to say that contributions and gifts to the Fund which has been opened will be welcomed, and all who wish to help are asked to do so as soon as possible.

THE TEXACO CASE.

JUDGMENT FOR PLAINTIFFS.

TO APPLY A THIRD COAT OF TEXACO IF ASKED.

At the Summary Court yesterday afternoon, Mr. J. H. B. Nihil, acting Puisne Judge, delivered judgment in the action which came before him recently in which the Texas Company, of Queen's Buildings, Chater Road, sued Mr. A. J. Lane, Civil Engineer and Architect, for the sum of \$145, for work done and material supplied in connection with the treating of Canton tiles at No. 41, Liberty Avenue, Ho Mun Tin, with "Texaco," their waterproofing preparation.

It will be recalled that in this case the question was raised as to whether the preparation functioned properly. The plaintiffs suggested that the leakage occurred because of the jerry-built nature of the house, and that the tiles were not rigidly cemented together, and thus could not be made waterproof. The defence alleged that the contract had not been properly carried out and that water came through the tiles after they had been treated with the preparation.

Mr. H. J. Armstrong (of Messrs. Deacons) was for the plaintiffs, and Mr. F. G. Vaux (of Messrs. Wilkinson and Grist) was for the defendant.

His Lordship in delivering judgment found for the plaintiffs. Extracts from the judgment are given below:

The Contract.

In giving judgment, his Lordship said the contract was set out in an offer made by the plaintiffs in a letter written by them, through their District Manager, Mr. Scott, to the defendant.

His Lordship went on to read this letter which stated that in order to make a thoroughly satisfactory roofing job of it the Texaco Company advised that tiles be laid on on the top of the parapet, which was then cracked in places, and two coats of "Texaco" be applied, and a further coat if necessary. The charge for the work would be \$145. The defendant accepted the offer, and his letter concluded that the contract would not apply to any portion of the roof which might develop cracks due to the settlement of the building. This letter was acknowledged by the plaintiffs and the understanding as to the third coat was confirmed by the plaintiffs.

Work Carried Out.

His Lordship went on to refer to the fact that plaintiffs contracted to do certain work, and in a certain event to do further work, if the original did not achieve its purpose. On the evidence before him, he had no difficulty in finding that the work was carried out in a proper and workmanlike manner. From a personal inspection of the roof of the house in question after rain he could say that there was no doubt that the roof was not then in a watertight condition.

Concluding his judgment, his Lordship said: I do not think that the phrase "in order to make a thoroughly satisfactory roofing job, etc.," can be interpreted as an integral part of the contract, or as a guarantee that the roof would be made watertight. A guarantee cannot be read into a contract of this kind; it must be in express terms. Defendant himself contracted for a third coat in the event of two coats failing to stop the leaking. The plaintiffs accepted this, but that in my view was as far as they went. If the plaintiffs had given a guarantee to make the roof watertight their obligation on the contract should leakage occur after performance could not have been limited to an additional coat.

The Finding.

In the absence therefore of a guarantee, the defendant must pay for the work done. Plaintiffs are still under the obligation to apply a third coat of the preparation without charge, and the defendant can request them to do so if he wishes. I may say in conclusion that the waterproof qualities of the plaintiffs preparation were not in issue in the case, nor the bona fides of the defendant questioned.

I enter judgment for the plaintiffs for the amount claimed, and costs.

UNSHRINKABLE

SPORTS HOSE

GOLF VIYELLA

(SUMMER WEIGHT) STOCKINGS.

KHAKI or WHITE

\$3.00 Pair.

3 Pairs for \$8.25.

TENNIS VIYELLA

HALF HOSE

PLAIN WHITE

\$1.50 Pair.

RIBBED WHITE

\$1.75 Pair.

Lane, Crawford, Ltd.

Sincere's Spring

SALE

INTERESTING
ECONOMICAL
UNRIVALLED

Now Proceeding

An Early Visit is Invited

H.M.S. PINAFORE

RECORDS—

VOCAL GEMS—SELECTIONS

MUSIC—

VOCAL SCORE

LIBRETTO

AT

ANDERSON'S.

Just Published!

ENCYCLOPEDIA BRITANNICA

13th Edition

New form, Bound in half-Morocco
32 volumes as 16.

Complete in Book-case.

\$37.15.0. or equivalent in H.K. Currency.

For full particulars, apply

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

NEW ADVERTISEMENTS.

NOTICE.

THEATRE ROYAL
THE HONGKONG AMATEUR
DRAMATIC CLUB

Is Producing The Latest Great
London Success:
"THE LAST OF MRS. CHEYNEY"
ON
MARCH 19th, 22nd, 24th, 25th & 26th.

THE BOXING IS NOW OPEN AT ANDERSON'S
PRICES: \$3, \$2 and \$1.
Soldiers and Sailors in uniform half
Price to \$1 Seals. [4657]

FAN LING HUNG
SPRING PAPER HUNT.

FOR A CUP Presented, the above
will be held on SUNDAY,
MARCH 13th, at 11 A.M. Post Entries
open to all (whether Subscribers or not)
Start at Lok Ma Chau Cross Roads.
Motor Bus will leave HUNTERS ARMS at
10.45 Returning there after the Hunt. [4654]

HONGKONG ENGINEERING &
CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN
that the FIFTH ORDINARY
YEARLY MEETING OF SHARE-
HOLDERS OF THE HONGKONG
ENGINEERING & CONSTRUCTION
COMPANY, LIMITED, will be held in
the Office of Messrs. BARWELL, TOMES &
CO., St. George's Building, Chater Road,
Hong Kong, on WEDNESDAY, the
23rd DAY OF MARCH, 1927, at 11.30
A.M. for the purpose of receiving the
Report of the Board of Directors and a
Statement of Accounts for the Year
ended on the 31st DECEMBER, 1926, and
of electing Directors and Auditors.
The TRANSFER BOOKS of the
Company will be CLOSED from the
17th to the 23rd MARCH, Both Days
inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hong Kong, 8th March, 1927. [4653]

THE BANK OF CANTON,
LIMITED.

NOTICE IS HEREBY GIVEN
that the SIXTEENTH ORDIN-
ARY ANNUAL GENERAL MEET-
ING OF SHAREHOLDERS OF THE
Company will be held at the Head
Office, No. 6, Des Voeux Road, Cen-
tral, Hong Kong, on WEDNESDAY,
the 23rd MARCH, 1927, at 2.30 P.M.,
for the purpose of receiving the Report
of the Directors together with a State-
ment of Accounts for the Year ending
31st DECEMBER, 1926.
The TRANSFER BOOKS of the
Company will be CLOSED from the
17th MARCH, 1927, to the 23rd
MARCH, 1927 (Both Days inclusive),
during which period No Transfer of
Shares can be Registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.
Hong Kong, 7th March, 1927 [4643]

THE HONGKONG FIRE INSUR-
ANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-EIGHTH ORDIN-
ARY GENERAL MEETING
of SHAREHOLDERS will be held at
the Office of the Undersigned on
MONDAY, the 27th MARCH, 1927,
at Noon, for the purpose of receiving the
Report of the General Manager, to-
gether with a Statement of Accounts
for the Year ended the 31st DECEMBER,
1926.

The SHARE REGISTER and
TRANSFER BOOKS will be CLOSED
from the 17th to the 26th MARCH,
1927, Both Days inclusive.
JARDINE, MATTHEWSON &
CO., LTD.,
General Managers,
HONG KONG FIRE INSURANCE CO., LTD.
Hong Kong, 7th March, 1927. [4636]

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS & LONDON.

Through Bills of Lading Issued For
BATAVIA, PERMAN GULF,
CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.

The Steamship

"NYANZA"

Captain L. M. Gordon, carrying
His Majesty's Mails, will be despatched
from this Port on or about WEDNES-
DAY, the 16th MARCH, 1927, at Noon,
taking Passengers and Cargo for the
above Ports.

Bills, Valuations and Tolls for Italy,
France and London (under arrange-
ments) will be transhipped at Bombay
into the Mail Steamer proceeding direct
to Marseilles and London.

Parcels will be received at this Office
until 5 P.M., the Day before Sailing.
The contents and value of all packages must
be declared.
For further Particulars, Apply to—
MACLEOD, MACLEOD & CO.,
Agents.
Hong Kong, 8th March, 1927. [4656]

INTIMATIONS.

PUBLIC AUCTION.

THE Undersigned have received
Instructions to Sell by
PUBLIC AUCTION,
OF
WEDNESDAY AND THURSDAY,
THE 9TH AND 10TH MARCH, 1927,
AT
H.M. NAVAL YARD, HONG KONG,
KOWLOON NAVAL DEPOT,
COMMENCING EACH DAY AT 9.30 A.M.
WITH AN INTERVAL FROM
12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL
STORES.

Comprising—
Money Chests, Life Boat, Old Lead
Battery Plates, Boats' Sails, Electrical
and Wireless Telegraph Fittings,
Glycerine, Old Electric Cable, Cooking
Stoves, Iron Mattresses, Water Closets,
and Pans, Hydraulic Jacks, Carriages,
Old Bogs, Mats, Sideboards, Chairs, Old
Steel Files, Buckets, Fold-up Lavatories,
Curtains, Overcoats, Glazed and
Un-glazed Tiles, Leather and Metallic
Hoses, Metallic Voice Piping, Canvas
Tubing, Old Cordage, Old Oil Mats,
Canvas Bags, Canvas Bags, Old India
Rubber, Old Leather Tanned Rags, Old
Woolen Rags, Old Hoses, Cocoa Nut
Mating, Asbestos Packing, Old Twill
Matting, Old Paint Drums, New
Old Cans, Old Iron and Steel,
Old Scrap Brass, Copper, Lead, Zinc,
White Metal, Gun Metal, Brass Boring
and Zinc Ashes, Copper and Brass
Tubes, Brown Jern, Wood and Iron
Blocks, Lamps, Lanterns, Table Hooks,
Spring Balances, Gauges, Old Steel
Shovels, Old Steel Plates, Old Steel
Shovels, Old Glass, Plate Glass, Old
Steel Wire Rope, Dirty Mineral Oil
and Oil Fuel, Anchors, Chain Cable and
Gear, Lathes, Davits, Compasses,
Watches, Binnacles, Clocks, Diver's Air
Pumps, Air Pipes and Breast Ropes,
Tanks, Old Bunting, Wood Boring,
Casks, Timber Whims, Firewood, Table
Fats, Bails, Anvils, Presses, Tongs,
Miscellaneous Tools, Fairleads, Cleats,
Protective Mattresses, Boiler of Steam
Boat Associated Engines, Circular and
Band Saws, Plate Flaring Machine,
Electric Motors, Motor Pumps, &c. &c.

SALE OF OLD AND SURPLUS
VICTUAL STORES

At Kowloon on
THURSDAY, 10th MARCH,
Comprising—
Remnants of Cloth, Serge, Flannel,
&c., Blankets, Boots, Sundry Articles of
Mess and Table Gear, Condensed
Provisions for Poultry and Cattle
Feeding, &c.

LOTS MAY BE INSPECTED ON
MONDAY, 13th MARCH 1927.
Terms of Sale:—As detailed in
Catalogue.

LAMBERT BROTHERS,
By Appointment Auctioneers
to the Admiralty.

Hong Kong, 10th February, 1927. [4655]

INTIMATIONS.

PUBLIC AUCTION

Situate at VICTORIA, HONG KONG, and
known as SECTION D OF MAR-
INE LOT No. 227, Together with
the Messuage known as No. 162,
WING LOK STREET erected
thereon.

Area: 1,087 Square Feet. Proportion of
Annual Crown Rent: \$18.70.
To be Sold
IN ONE LOT
BY
PUBLIC AUCTION
ON
FRIDAY, the 11th DAY OF MARCH,
1927, at 3 O'CLOCK P.M.,
AT THE
CHINA AUCTION ROOMS,
DUNDRELL STREET, VICTORIA, HONG KONG,
BY
MR. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions
of Sale, Apply to:—
Messrs. JOHNSON, STOKES &
MASTER,
PRINCE'S BUILDING, HONG KONG,
OR TO
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
Hong Kong, 4th March, 1927. [4631]

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INTIMATIONS.

NESTLE & ANGLO-SWISS
CONDENSED MILK CO.

DURING My Absence on Leave,
Mr. E. H. LANGSTON will
be in Charge of the Company's Interests
in Hong Kong and South China.
H. C. SEIBERSOLE,
Manager for Hong Kong &
South China.
Hong Kong, March 7th, 1927. [4637]

INTIMATIONS.

ANNUAL NAVAL CONTRACTS.

SEALED TENDERS are invited for
the following Contracts, viz:—
Supply of Timber and Timber
Materials.
Upholstery Work.
Dry Cleaning Work.
Repairing Clocks, Watches,
and Stop Watches.
Supply and Repair of Bamboo
Sunblinds.
Supply of Oxygen Gas.
Supply of Acetylene Gas.

The CONTRACTS Commence on 1st
APRIL 1927, and Expire on the 31st
MARCH 1928.
Forms of Tender may be obtained on
Application to the NAVAL STORE
OFFICER, H.M. NAVAL YARD, by whom
Tenders will be received until Noon on
WEDNESDAY, 16th MARCH, 1927.
The right is reserved of rejecting all
or any Tenders, and of accepting any
Portion of a Tender. [4646]

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PRINCE'S BUILDING, HONG KONG,
OR TO
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
Hong Kong, 4th March, 1927. [4631]

INTIMATIONS.

PUBLIC AUCTION

Situate at VICTORIA, HONG KONG, and
known as SECTION D OF MAR-
INE LOT No. 227, Together with
the Messuage known as No. 162,
WING LOK STREET erected
thereon.

Area: 1,087 Square Feet. Proportion of
Annual Crown Rent: \$18.70.
To be Sold
IN ONE LOT
BY
PUBLIC AUCTION
ON
FRIDAY, the 11th DAY OF MARCH,
1927, at 3 O'CLOCK P.M.,
AT THE
CHINA AUCTION ROOMS,
DUNDRELL STREET, VICTORIA, HONG KONG,
BY
MR. E. V. M. R. DE SOUSA, Auctioneer.

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Full Golden.

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and bottled by Anto. R.
Ruiz y Hermanos Xeres
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The Daily Press.

HONG KONG, MARCH 9th, 1927.

BRITISH-PUBLIC OPINION
AND CHINA.

MR. BALDWIN'S reply to the critics
of Government policy in China has
pleased the country outside the
ranks of the Moscow-ridden crowd
who have been shouting themselves
hoarse in support of Mr. EVERTS
CHAMBERLAIN. "There cannot," said the
Prime Minister, as we were informed
by cable at the time, "be any
question of entering into any ar-
rangement with Mr. CHEN or anyone
else in connection with the move-
ment of troops, which are dispatch-
ed solely with the object of pro-
tecting British lives."

Discussions in Parliament have
shown to the public the extent to
which that section of the Socialists
who are anti-British are allying
themselves with the elements in
China who are hostile to Britain.
"The mischief of this movement,"
writes our London Correspondent,
"is that it may create in China an
impression that this country is
divided over the policy pursued by
the British Government. Nothing
could be further from the truth. I
cannot recall in recent times any
Government action in relation to
an international question which has
received so powerful a backing of
public approval as has been mani-
fest over the dispatch of troops to
Shanghai. In this matter public
opinion is solid behind the Govern-
ment in spite of what has been said

in the name of the Labour Party
to the contrary effect. It is fully
realised that the object in view is
to defend the lives and property
of British nationals against wanton
aggression. Any Government in
this country which failed to do what
has been done already would be
regarded as false to its trust and
could not survive for a week."

As our readers are well aware,
the British Government has all
along pursued a policy of concilia-
tion towards China. Sir AUGUSTUS
CHAMBERLAIN stated so long ago as
last September

SOOCHOW AND SUNGKIANG FRONTS QUIET.

HEAVY RAINS CONVERT COUNTRY INTO QUAGMIRE.

SHANGHAI'S LABOUR LEADERS ADOPTING
"TERRORIST METHODS."

ONE MURDER AND ONE ATTEMPTED MURDER
REPORTED.

QUESTIONS IN THE HOUSE OF COMMONS.

Owing to the heavy rains, which converted the country in the vicinity of Soochow and Sungkiang into a quagmire, these fronts continue to be quiet.

Pointed questions regarding the state of affairs in China, particularly with reference to British interests, are still being asked in the House of Commons.

Shanghai's labour leaders, we are informed, are adopting "terrorist methods," their object being to "secure complete domination over the workers." They also propose to arm the workers "for the purpose of attacking the police."

SOOCHOW AND SUNGKIANG
FRONTS QUIET.

EFFECT OF HEAVY RAINS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 8th.

The Soochow and Sungkiang fronts continue quiet, due to heavy rains making a quagmire of the country.

SHANGHAI LABOUR
LEADERS' TERRORIST
METHODS.

MURDER AND ATTEMPTED
MURDER.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 8th.

The leaders of labour in Shanghai are now employing terrorist methods with the object of securing complete domination over the workers. Following intimidation by armed pickets, comes the news of the murder of a loyal foreman, employed by the Shanghai Dock Company, who was shot dead at his home. They also attempted to murder a loyal mill foreman, who was twice shot at on the street and seriously injured. There have been no arrests.

One of the resolutions at the labour meetings yesterday proposed the arming of workers for the purpose of attacking the Police Stations.

NORTHERN GENERALS AND
TREASURY NOTES.

ISSUED ON SHANGHAI'S
SURTAX.

[CHINESE PRESS SERVICE.]

SHANGHAI, March 8th.

General Chang Tsung-chang and Marshal Sun Chuan-fang have authorised the issue of a series of treasury notes to the amount of \$10,000,000 on the security of the surtax at Shanghai.

[THROUGH REUTER'S AGENCY.]

Questions in the House of Commons.

London, March 7th. In the House of Commons, replying to Mr. Oswald Mosley (Labour), Mr. G. Lockhart-Munro emphasised that there were no Chinese armed forces whatsoever within the International Settlement at Shanghai. The foreign Governments could not possibly prevent anyone entering the Chinese City.

Mrs. Susan Lawrence (Labour) asked if there were Chinese troops within the British lines, and Mr. Lockhart-Munro replied "Certainly not."

Replying to Mr. Garro Jones (Liberal) Mr. Lockhart-Munro said that the British Military Commander at Shanghai had been instructed to co-operate with the Commanders of troops of foreign Powers landed for the defence of the International Settlement, but neither he nor any military officer had been empowered to treat with the Cantonese forces.

Mr. Garro Jones asked whether it was intended to empower the local Commander to treat with the Cantonese forces if they established contact, and Mr. Lockhart-Munro replied that that should be the subject of a further question.

HISTORY OF SHANGHAI
OUTLINED.

LONDON, March 7th.

In the House of Commons, answering questions, Mr. Lockhart-Munro outlined the history of the International Settlement at Shanghai, and stated that negotiations were at present in progress for the addition of Chinese members to the Municipal Council.

Col. John Ward drew attention to a statement by the Washington Government that it had no concessions and no treaties connected with territory in China, and Mr. Lockhart-Munro, in reply, said that this was not the case of a Treaty at all. The International Settlement was not established by Treaty but by certain Land Regulations, which Chinese officials subsequently recognised as valid.

S.S. "PAUL LECAT" ASHORE.

MISHAP OCCURS FOURTEEN
MILES FROM WOOSUNG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 8th.

The Messageries Maritimes' a.s. Paul Lecat, which left Shanghai yesterday morning, went ashore 30 miles from Woosung at 3 o'clock this morning.

VESSEL STILL AGROUND.

SALVAGE VESSELS STANDING
BY.

LATER.

The Paul Lecat, which was going to Japan, went aground 14 miles from Woosung. In response to an S.O.S. call two salvage vessels were immediately on the scene, followed, later, by a third. They attempted to tow the vessel, but were unsuccessful and up to the present are standing by. It is unknown how the accident occurred nor is information available as to the extent of the damage.

[The Paul Lecat is one of the largest and finest of the French liners that ply regularly between Marseilles and Yokohama. She is, of course, very well-known in Hong Kong.]

THE BRITISH MINING
DISASTERS.

PROGRESS OF THE TWO
FUNDS OPENED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 8th.

Two funds have been opened on behalf of the victims of the colliery disasters of Cwm and Bisthorpe. First, that of the Lord Mayor of London. Second, that of the Miners' Federation. Already there is a total of over \$22,000. The Lord Mayor's Fund amounts to over \$11,000 and includes \$500 from the Football Association Council and \$500 from the Football League Finance Committee. The General Council of the Trades Union Council has forwarded \$1,000 to the Miners' Federation Fund.

THE URUGUAYAN AVIATORS.

SAFE AND BEING WELL-
TREATED BY TREBESMEN.

[THROUGH REUTER'S AGENCY.]

MADRID, March 8th.

A letter, brought to the Spanish Consul at Cape Juby by a native, from the Uruguayan aviator, Major Larre Borges, states that he and his three companions are safe, and that they are being well-treated by the tribesmen.

NICARAGUA'S WAR.

DEPARTURE OF H.M.S.
"COLOMBO."

[THROUGH REUTER'S AGENCY.]

MANAGUA, March 8th.

The British cruiser Colombo has departed. The British Charge d'Affaires states that he and his three companions are safe, and that they are being well-treated by the tribesmen.

THE CHINESE AUTHORITIES ATTENDED A
RECEPTION AT THE CONSULATE.

The offices will be re-opened
ashore to-morrow.

ANTI-BRITISH DEMONSTRATIONS.

CHUNGKING, March 7th.

A large anti-British demonstration passed in procession through the city yesterday, without untoward incident. The foreign quarter is quiet.

CHANGSHA, March 7th.

Anti-British and anti-Fengtien demonstrations, chiefly the latter, took place yesterday, and passed off without incident.

HANKOW, March 7th.

The general atmosphere is quiet. A meeting of the military party of the Kuomintang is to be held this week.

NORTHERN TROOPS.

NANKING, March 7th.

Shantung reinforcements are still arriving across the river from Pukow.

ADDITIONAL BATTALIONS EXPECTED
TO LEAVE ENGLAND?

It is stated, says last Saturday's N.C. Daily News, although no official confirmation has been received, that seven additional battalions of infantry have been ordered to join the Shanghai Defence Force, and that they will shortly leave England.

The transport Kildonan Castle is now alongside the wharf, says our contemporary, on the side of the river, and the Marines are leaving here this morning for quarters in the compound of the China Soap & Candle Factory. This should be a parade equally as striking as that of Thursday, as the number taking part will be 1,200 men.

THE AMERICAN FORCES.

As announced last Friday the American Marines are to parade in the Settlement. The total strength is about 1,500 men.

THE MADAGASCAR CYCLONE.

FURTHER DETAILS OF THE
DISASTER.

VESSEL FROM HONG KONG
INVOLVED.

[THROUGH REUTER'S AGENCY.]

PORT LOUIS, March 8th.

Wireless messages from Tamatave indicate that 28 natives were killed and 18 injured by the cyclone but the material damage was very heavy. All the official buildings except the Post Office and the Treasury were destroyed, a wharf was washed down and lighterage destroyed. The sea swept 500 feet up the streets. It is estimated that it will take three years to repair the damage. Seven seamen were drowned from the steamer Saint Anne, which with several others is aground. Martial law was proclaimed as a precautionary measure, but all was quiet.

The British steamer Sciotian, from Hong Kong, carrying rice, arrived here after a terrible experience, with only two tons of coal in her bunkers. The wireless operator, Mr. George Reynolds, was killed by coming in contact with a high tension wire while preparing to send out a message on March 4th.

The Saigon Maru, from Reunion, arrived after a terrible experience.

ANOTHER EARTHQUAKE
IN JAPAN.

SHOCKS FELT IN FOUR
CITIES.

TOURISTS REPORTED
INJURED.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 7th.

Nagoya, Kyoto, Osaka and Kobe felt a severe earthquake shock at 6.23 this evening, of three minutes' duration with a horizontal movement. The seismic centre was reported to be at Tajima, where the earthquake was most severe.

The precise extent of the damage is not yet known, but apparently it was not serious.

The shock in the Kyoto and Osaka district resulted in the stoppage of the electric supply, and people ran into the streets. Tokyo and Yokohama were not affected.

LATER.

Reports from Kobe state that several American tourists were injured and one killed by falling from a gang plank when boarding a steamer during the earthquake.

A message from Osaka states that the police have announced that 11 were killed and 92 injured, in the Prefecture. Most of the country people remained out of doors throughout the night, when frequent shocks were felt.

FRANCE AND WAR.

NEW NATIONAL DEFENCE
BILL.

[THROUGH REUTER'S AGENCY.]

LONDON, March 7th.

The Chamber of Deputies has adopted, by 300 votes to 31, the National Defence Bill, providing that in war all French nationals without distinction of sex or age and all legally constituted bodies will be obliged to participate either as combatants or non-combatants in the maintenance of France's material and moral life. The Government is empowered to mobilise the country's entire human material resources under the supreme direction of the Premier. Every man up to 40 years of age will serve at the front and the Government will have general rights of requisition, thus guarding against profiteering.

[THROUGH HAVAS AGENCY.]

Communists Vote Against the Bill.

PARIS, March 8th.

The Chamber passed by 500 votes to 31 the Bill for National Organisation in War Time. Only the Communists voted against it.

INDUSTRIAL CONGRESS.

ANGLO-FRENCH DISCUSSIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 7th.

A two-day conference, similar to that held last November between British and German industrial organisations, began this morning in London between British and French industrialists.

There were 15 representatives on each side. Sir Max Baillie-Latham, President of the Federation of British Industries, presided over the British section and M. Duchine over the French.

The proceedings were private but it is stated that the discussion is following the lines of the Agenda for the Economic Conference at Geneva, in May.

THE NEW CRUISERS FOR U.S.A.

"OKLAHOMA" AND "NEVADA"
NOT TO BE MODERNISED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 8th.

The Navy Department announces that tenders may be submitted for the construction of three cruisers, inserted in the Navy Bill by Congress in opposition to President Coolidge's wishes. Tenders are also invited for the construction of the last of three of the eight cruisers sanctioned by Congress two years ago owing to the failure of the Senate to vote the necessary supplies.

The Secretary of the Navy has decided not to proceed with the work of modernising the battleships Oklahoma and Nevada.

MRS. BORODIN.

SOVIET EMBASSY'S NOTE TO
CHINA.

"AN UNHEARD-OF INCIDENT."

[THROUGH REUTER'S AGENCY.]

PEKING, March 7th.

The Tsingtao Agency states that the Soviet Embassy sent a Note to the Foreign Office here on Saturday drawing attention to "an unheard-of incident"—namely, that Russian White Guards of Marshal Chang Tsung-chang's Army on February 28th seized the Soviet merchant steamer Pannia Lenina, whilst en route to Hankow, and used the vessel for the transport of troops and ammunition, detaining the crew and passengers, including diplomatic couriers, whose fate is so far unknown.

The Embassy demands the immediate release of the passengers and also demands that the vessel be allowed to proceed to her destination unmolested.

The Soviet holds the Chinese Government responsible for the lives and property of the citizens endangered by the incident and reserves the right to claim damages for all losses sustained.

[The vessel mentioned was seized by Marshal Chang Tsung-chang's forces at Nanking because of the reported discovery of ammunition in the bunkers. Mrs. Borodin and three Russian Jews were among those on board, and a recent message stated that they had been sent under escort to Tientsin.]

U.S. SECOND LIBERTY
BONDS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 8th.

In anticipation of the call for Second Liberty Bonds, Mr. Mellon, Secretary of the Treasury, announced the issue, for March 15th, of a 3½ per cent. five year Treasury Note in exchange for the Second Liberty Loan. It will be converted into 4½ per cent. Bonds. The latter will be called for redemption on and after November 15th. The new notes will be called for redemption on and after March 15, 1930, the number issuable will be limited to the amount of the Second Liberty Loan Bonds tendered and accepted.

INDUSTRIAL FAIR.
RECORD ATTENDANCE OF
BUYERS.

[BRITISH WIRELESS SERVICE.]

LONDON, March 7th.

It was stated in the House of Commons to-day that the number of buyers who visited the London section of the British Industries Fair was 74,462, of whom 1,500 came from Overseas.

These figures showed an increase of over 25 per cent. on last year. In addition, the general public visited the Fair to the number of 25,000 in London and 10,000 in Birmingham. Exhibitors in all sections of the Fair had expressed themselves as more than satisfied with the business done.

SIR FRANCIS AGLEN.
A FAREWELL LUNCHEON IN
PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, March 7th.

Most of the Foreign Ministers and other prominent people attended a luncheon given in honour of Sir Francis Aglen, who leaves for Shanghai on Wednesday. M. Oudenrijk (Dutch Minister), Mr. Yoshizawa (Japanese Minister) and Sir Miles Lampson (British Minister) wished Sir Francis God-speed.

U.S. AVIATORS' SOUTH
AMERICAN FLIGHT.

PLANE FALLS INTO SEA.

[REUTER'S AMERICAN SERVICE.]

MONTREAL, March 7th.

One of the United States Air Force aeroplanes, which are making 20,000 mile flight round South America, fell into the sea shortly after taking off on a continuation of the flight northwards. There were no casualties.

BRITISH ARMY ESTIMATES.

REDUCTION IN PERSONNEL
AND EXPENDITURE.

WAR SECRETARY'S
STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, March 7th.

The mechanised army of the future was visualised by Sir L. Worthington Evans in introducing the Army Estimates in the House of Commons.

He claimed that, although financial necessities compelled a reduction in personnel and expenditure they were constantly endeavouring to increase efficiency by improved mobility and greater fire power.

Dealing with the reduction of cavalry at Home by 1,300 men at a saving of \$23,000 this year and \$237,000 in a full year, Sir Worthington Evans said that the savings would be used to modernise and improve the fighting value of cavalry by providing mechanical vehicles for the first-line transport and eight machine guns instead of four per cavalry regiment, to be carried on mechanical vehicles instead of on pack horses.

He estimated that \$238,000 would be spent next year on new mechanical vehicles and \$125,000 on research, which was very small in view of the problem of the petrol-driven army of the future.

He anticipated that where in the past, cavalry had scouted twenty miles ahead of the army, armoured cars would move over one hundred miles, while, with armoured cars, units would be able to circle round the enemy and tanks, impervious to bullets, but able to hit and smash more effectively than the existing armoured artillery must also be mechanised in order to enable it to follow up petrol-driven weapons over all sorts of country. An experimental mechanised force was being formed at Tidworth in order to gain practical experience of the effect of mechanisation on tactics.

[BRITISH WIRELESS SERVICE.]

Introducing the Army Estimates, Sir Lamington Worthington-Evans, Minister for War said, that although a larger number of men were asked for than last year, the fact is that the estimates provided for a reduction of about 4,000 men in the regular army. The figures of the estimates showed an increase of 7,100 men but this was largely accounted for by despatch to Shanghai of the Defence Force and also by the transfer to the Imperial Government of the garrison at Aden, which was last year provided by India. Actually, the reduction of 14,000 of the regular army was effected by the reduction of 47 officers and 1,294 other ranks, due to the reorganisation of Cavalry, and 18 officers and 161 men in the Royal Artillery, also chiefly due to re-organisation and certain minor trimmings of the establishment of Corps of Signals.

The total net cash for which he asked was \$41,565,000, which was \$235,000 less than last year. During the last six years there had been a continuous and heavy fall in the army estimates although the rate of the fall was naturally decreased.

Programme of Mechanisation.

Turning to the larger aspects of the estimates, Sir Worthington-Evans said that he had to provide for an expanding programme of mechanisation upon which more money was being spent in subsequent years. Unless, therefore, the estimates were to be increased he had to find the new money by a reduction of present expenditure. He hoped to obtain from the reduction of cavalry this year \$23,000 rising \$237,000 in a year when the full effect of the reduction was realised, and also he hoped to secure \$24,000 this year from the abolition of bounties for new entrants to the Territorial Army, rising to \$232,000 in a few years' time.

[THROUGH REUTER'S AGENCY.]

Votes Agreed To.

LATER.

Votes fixing the army strength at 164,000, including India, and also the pay of the army were agreed to without a division.

A Labour Motion.

LONDON, March 7th.

In the House of Commons, in the course of a debate on the Army Estimates, Mr. Arthur Greenwood (Labourite) moved that in the interests of peace and economy and in order to inspire national confidence and security other than by large standing armies, Britain should, in the preparatory Commission for the Geneva Disarmament Conference, initiate proposals for an international agreement on the reduction of land forces.

Mr. Douglas King, Financial Secretary to the War Office, replying, agreed that a reduction in land forces was only possible by international agreement, including all nations not represented at the Geneva conference, as, for instance, Russia, with a standing army of 650,000 and an organised subsidiary force of nearly 9,000,000.

Mr. Greenwood's motion was rejected by 223 votes to 105.

YESTERDAY'S FOG.

INCESSANT "NOISE" IN
HARBOUR.

NO ACCIDENTS DESPITE
DENSITY.

Considered the worst fog for a very considerable time was the one which obscured the Harbour and Peak alike throughout yesterday.

It was fairly thick in the morning, but by fifth time it was extremely dense and ferries, launches and junks, etc., plying in the Harbour had to take every precaution to avoid calamity.

That full precautions were taken was proved by the incessant shriek of sirens which prevailed throughout the greater part of the day and up to a late hour in the evening, when the fog lifted and gave place to a slight but chilly drizzle.

Despite the density of the fog, and difficulties of vision, the ferries continued to ply to and fro. Naturally there were delays. During the tiffin interval especially were the trips lengthy. It took anything from 30 minutes to 50 minutes to cross the harbour. This was instigated by the fact that Mr. J. H. B. Nicholl, acting Puisne Judge, left Kowloon at 2 p.m. and was only able to reach the Supreme Court by 2.40 p.m.

It speaks well, however, for the precautions taken by coxswains of all Harbour craft that there were no collisions. Ferries continued to run to schedule as far as possible and by mid-afternoon were making faster passages between the wharves. They were only a few minutes behind schedule running time by the early evening, and with the lifting of the fog later were making the trip in the ordinary time. On shore the fog was not so dense, and traffic was not held up.

The density of the fog is shown by the fact that there was a jump in registered humidity from 81 on Monday to 100 yesterday. The humidity commenced to go up on Monday, when the cold snap suddenly disappeared, although late last night it again turned colder.

No news of any steamers outside the Harbour coming to grief has come to hand, but undoubtedly they must have been delayed in making port.

WEATHER REPORT.
MORE FOG OR MIST.

Last evening's weather report, issued by the Royal Observatory at 6.20 o'clock stated:—

The anti-cyclone is now situated over Northern Japan and another appears to be forming over North China, the depression is crossing Korea.

Local forecast:—Light, variable winds, probably freshening late from East of N.E., cloudy fog or mist.

TWELVE SMALL-POX
DEATHS.

LAST WEEK'S HEALTH
RETURNS.

The health return for the past week shows that 18 cases of small-pox were notified, of which 12 ended fatally. Thirteen of the cases were Chinese (two imported) and the other three were imported Indian cases. All except one Kowloon case were from the city of Victoria.

On Monday, three further Chinese cases were notified, all from Hong Kong.

Last week's return also shows six cases of typhoid fever (one fatal), the sufferers being four Chinese and two British. One further Chinese case of typhoid was notified on Monday, as was also a British case of diphtheria and one case of rabies (a dog).

"HOMICIDE."

DEATH OF UNKNOWN
CHINESE.

FOUND ON MILITARY LAND.

At the Kowloon Magistracy yesterday afternoon, Mr. W. Schofield sitting as coroner, held an inquest into the death of an unknown Chinese who was found dead in the Military land at Lyceum, Shaikwan, on February 17th.

Sapper Charles Adams, Royal Engineers, gave evidence that he found deceased at about 11 a.m. on February 17th. The body was in a fair state of decomposition and he thought that the man might have been dead for several days. He reported it to the Police at Shaikwan immediately.

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THE HONG KONG DAILY PRESS, WEDNESDAY, MARCH 9th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

The Reliability of Modern Cars—Causes of Break-down—Posts that Obstruct—Accidents and Heavy Lorries.
(BY AN OWNER-DRIVER.)

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5 Seater Tourer	G\$ 875	G\$ 1,050
5 Seater Roadster	G\$ 955	G\$ 1,100
5 Seater Coach	G\$ 975	G\$ 1,175
5 Seater Sedan (4 door)	G\$ 1,100	G\$ 1,250
5 Seater Brougham	G\$ 1,125	G\$ 1,275

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RELIABILITY OF MODERN CARS.

Every year cars are made more and more reliable. In 1903 the writer used to handle an old Cadillac that had a one cylinder engine tucked away under the driver's seat.

That car seldom ran for more than 30 miles without a break down; usually it was the sparking plug that needed cleaning.

The first Ford car imported into England made its reputation by running for three or four hundred miles without a breakdown. That was about the year 1905—rather more than twenty-one years ago.

In 1911 the writer had a car of quite good English make that he would call fairly reliable. In 1923 he had a £300 (about) English made car and in seven months he ran it over 10,000 miles including tours through Devon, Cornwall, Somerset and Gloucester when such hills as Porlock and Portland Bill were negotiated with four fairly heavy adults and their luggage aboard.

A WONDERFUL RECORD.

That car amazed the owner who now pays a richly deserved tribute to its reliability. It went up dreadful hills in Wales without a murmur and only once did we have to shed any of the weight. On that occasion we were lost on the road in the vicinity of Lake Vymy in Wales and owing to a mistake were off the proper route. We found ourselves in front of a huge R.A.C. notice board which advised motorists not to try the hill owing to its steep gradient and thoroughly bad track.

The car negotiated the hill with all the baggage aboard the car, but the three passengers walked. There were any number of boulders as big as a man's head on the track, but "Rosalie" (as we called the car) went up like a deer. In all that 10,000 miles she only let us down once and that was half-way up Portland Bill. In transit that a split pin, which a careless fitter had never opened, had fallen out from inside the carburettor.

A DEAR FRIEND.

"Rosalie" to me was something more than mechanism. "She" had a personality; we had been through some exciting episodes and she was true and trusty as a well tried horse. "She" always seemed to purr a little song of gratitude after I had put clean oil in the crank-case, and if "she" coughed or spluttered, a little attention on my part was immensely appreciated. Over the Welsh hills and the moors of Devon "Rosalie" took us with delight and she was equally affable in London traffic or amidst Warwickshire lanes. During the last 100 miles of the "over ten thousand" we had two punctures but otherwise we had only experienced the trouble Portland Bill.

A GOOD PRICE.

We sold "Rosalie" for £100 less than her cost when new. The lucky purchaser had a bargain and we parted with a real friend. Next time we go on leave I shall go to see "Rosalie". Nourishing hope that I may be able to persuade her owner to sell her back to me. The hope will be in vain. In the first place he, too, will be fascinated by and attached to "Rosalie", but worse than that I have a guilty feeling that there are now younger and better looking ladies than "Rosalie" awaiting me in Long Acre, London. So I shall go to the famous show rooms and I shall see all the latest cars. If I could afford it I should purchase a "Phantom" Rolls or a twelve cylinder Daimler, but alas! the limit is again £200.

For a whole week I shall flirt with the cars in the big price show-rooms and in the end I shall almost certainly elope with one of "Rosalie's" younger sisters. If all that they say is true she is less expensive, "eats" less petrol, and is lighter on tyres. Every year now cars become more reliable.

CAUSES OF BREAKDOWN.

The old adage "a stitch in time saves nine" was very popular in Victorian days and the idea that underlies it applies particularly to motoring. It is always advisable to investigate and to repair the most trivial thing that suggests something not quite right with the car's mechanism.

Every year the Royal Automobile Club of Great Britain presents to its members some statistics from which an analysis of the causes of breakdown can be prepared, and the results are instructive in showing the weak spots in modern cars. The R.A.C. have a "get you home" scheme which also secures them a fairly reliable report of mishaps. Of course, every small stoppage is not reported especially as quite a number of drivers know enough about "first aid to motor-cars" to do minor repairs for themselves. Besides that a driver often manages to persuade the car to run as far as the nearest garage before investigating the trouble.

IGNITION TROUBLES.

A number of motorists in Great Britain have no claim on the R.A.C. patrols as they are not members of the Club.

In passing it may be mentioned that the R.A.C. is one of the finest Clubs in London and unlike some of the Hong Kong clubs its doors are thrown wide open to ladies. Local motorists are advised to make use of the club when they are in England.

The R.A.C. yearly statistics go to show that the weakest point in the modern car is the ignition apparatus. In 1926 no less than 22.5 per cent. of the breakdowns reported by the R.A.C. were due to ignition troubles and the returns for 1925 told the same story.

In this humid climate of Hong Kong the ignition gear is more vulnerable than in England, and, in fact, any electrical gear finds that a damp atmosphere is its worst foe. Therefore, local owners and drivers are particularly advised to see that the ignition gear is kept in good repair. When the engine is not pulling properly take out the sparking plugs, one by one, and test them.

SIX CYLINDER PLUGS.

It is not unlikely that owners of cars with six cylinder engines will not notice the failure of one of the cylinders to produce its quota of power. Most of the six cylinder engines are of high power and when about 17 per cent. of the power is missing it is not always apparent as for example when one cylinder of a four cylinder engine fails and there is a loss of 25 per cent. of the power. Electric wires deteriorate more rapidly in Hong Kong than in England. Therefore, watch the wiring. Dirt or dampness on the magnets is also a great cause of ignition trouble. Many motorists are genuinely afraid of the magnet and it is wise to make oneself familiar with it. It is not difficult to clear and adjust the parts that usually give trouble.

LIGHTING FAILURES.

There were lighting failures, but they only supplied 2.1 per cent. of the breakdowns and the writer was surprised that troubles of this kind were so rare, but here, again, it must be assumed that a number of cars "limped home," probably with some lantern arrangement fixed up. In many cases, no doubt, the car was left in shelter for the night and the nearest garage effected the repairs.

Accidents show a larger percentage than might be expected, about 14 per cent. of the breakdowns reported, being due to them. The previous year's returns gave the figure at 12.2 per cent. During 1926 there was a large increase in the number of cars on the roads of Great Britain and it is safe to assume that the proportion of inexperienced drivers had greatly increased.

It would be interesting if the insurance companies issued a general statement about the accidents reported to them. The various engine and boiler insurance companies do that and the lessons learnt from such reports have been most valuable.

STARTING MOTORS AND AXLES.

Incidentally it may be mentioned that there is a movement amongst motor car insurance companies to increase the rates for small cars, and it seems that during 1926 quite a number of new drivers made claims. As traffic increases probability of an accident also grows in proportion.

The starting motor accounted for only 0.6 per cent. of the reports recorded by the R.A.C. In many cases when the starting motor is at fault the driver can proceed without using it. However, the figures show that the starting motor is reliable.

Rear axle shafts caused 12.6 per cent. of the breakdowns. Curiously enough the writer has, during about a quarter of a century, had three broken rear axles and in all cases the casualty was caused by overloading! The three axles all failed in Hong Kong. One was in a small two seater which was carrying four people up the second hill that is negotiated after leaving Aberdeen on the way to Pokfulam. (We always call that the "Dairy Farm Hill"). It was an old car, the lowest of four speeds was in use and the engine was "speeded up" to its limit.

UNFAIR TREATMENT.

It must be confessed that the car was subjected to unfair treatment but examination revealed that the metal was none too good. During the tour in Cornwall, mentioned above, the writer came across a Rolls Royce in a garage and a Daimler, both resting because a rear axle had been broken. The driver of the Rolls Royce was a wealthy cinema proprietor. While negotiating a steep hill he attempted to change down, missed the gear change and put on the hand brake to keep the car stationary while he changed to the lowest gear. When all was ready to start he took off the hand brake but did not let in the clutch until the car was running down hill backwards at quite a good speed. Then he let in the clutch with a bang.

The inevitable result was a broken back axle. In this case there was no flaw in the metal. It was a perfect piece and failed because of unfair treatment.

CYLINDERS AND PISTONS.

It is noticeable that troubles with cylinders and pistons accounted for some 8 per cent. of the breakdowns recorded in 1926. No doubt many drivers do not treat new cars any too well, but it does pay to be patient with a new car. Don't speed up until at least five hundred miles has been recorded by the speedometer. It is possible that the introduction of aluminium pistons and the great increase in the number of revolutions per minute of the modern engine, has been the cause of some of the breakdowns.

RELIABILITY.

There will always be a possibility of trouble with any moving mechanism on a ship there is a staff of well trained mechanical engineers who nurse the machinery. The marvellous thing about the modern motor-car is that the breakdowns are so few. In Hong Kong it is a comparatively rare occurrence to find a car unable to get home but it would be interesting if the local garages could let us know how often they are asked to tow a car home on account of some mechanical failure.

POSTS THAT OBSTRUCT.

The local Telephone Company deserve the thanks of motorists for putting some of their cables underground. They would earn more gratitude still if they put all their telephone posts off the roadway. At the present time there are several posts that are dangerous, especially during a driving rain. Incidentally, not only telephone posts but lamp posts should be taken off the roads. In the old days when, on Caine Road and Robinson Road, the traffic consisted of chairs and pedestrians it did not matter very much where the posts were placed. With quickly moving motor vehicles it does matter a great deal and it is suggested that the very obliging members of the Traffic Section of the Police might persuade the Captain Superintendent to exercise his authority in this matter. Surely he has the power to remove a road obstruction.

OTHER OFFENDERS.

The Chinese will suffer inconvenience without complaint, and the meek behaviour of the motorists in this Colony is a thing to be praised by those who think that the meek are praiseworthy.

In any other place—certainly in England—there would be a great outcry by motorists at the casual manner in which at least one local company that enjoys a monopoly carries on when it has to relay a cable. Surely night work might be arranged so as to reduce the time that elapses before the road is put back in the condition it was in before the excavations commenced.

Another constant complaint made by motorists is that the road-breakers leave the road worse than they found it. Why any wealthy local company that enjoys a monopoly should be permitted to inconvenience motorists without more protest can only be explained by the fact that members of the Legislative Council don't drive their own cars. Nor do they know how much a car is injured by being bumped about by a badly filled in piece of road.

While on the subject of obstructions attention may be directed to the junction of Park Road and Lyttelton Road, where a house is now being demolished.

Will that dangerous corner be improved? Now is the opportunity to insist upon a smoothed off corner and we must beg of the authorities that they will make this badly needed improvement.

ACCIDENTS AND HEAVY LORRIES.

The recent accident outside the Hong Kong Club when the touring car of a well-known bullion broker and the "Black Maria" that carried prisoners between the Courts and prison collided, reminds us that heavy lorries do not stop very readily. In many cases the driver is afraid of "stalling" his engine. He has no self-starter and does not want the trouble of cranking up. There is no blind corner at this place and the only moral than can be pointed is that it is most dangerous to drive quickly in the central districts. There is always the chance of an unexpected obstruction, and pedestrians do remarkable things!

A BIG ORGANISATION.

The Society of Motor Manufacturers and Traders has grown to such proportions that it has now been divided up into three sections. One deals with the problems of the manufacturer. Then there is the importer's section and lastly the factor's section.

The Council of the Society is an executive body that represents all sections of the industry. It is responsible for the organisation of exhibitions, races, etc. The Society has done a great deal to help all branches of the motor trade.

THE BRITISH CAR KING.

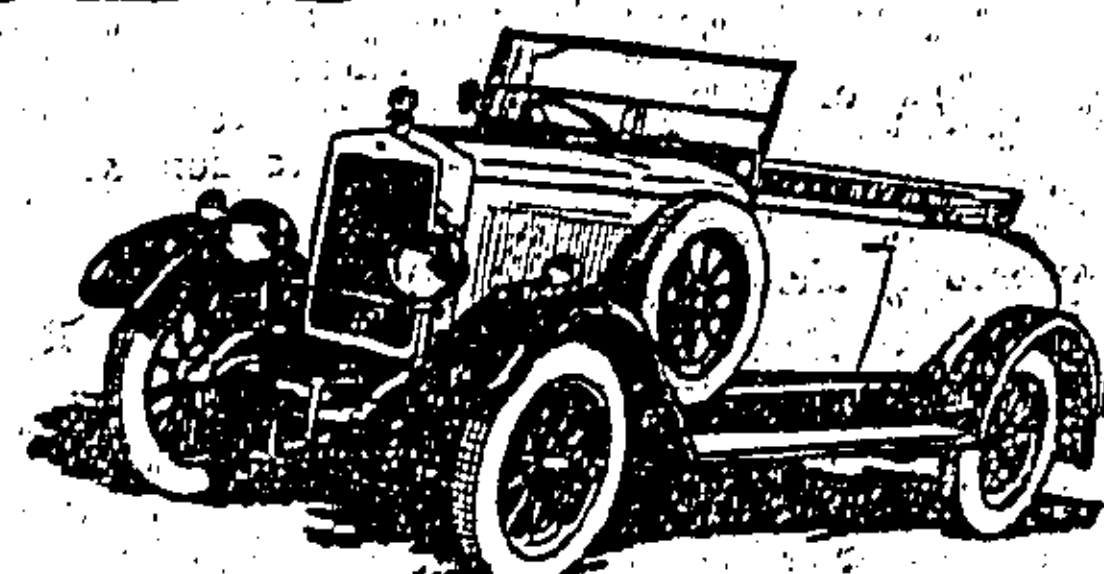
The enormous success the Morris concerns have enjoyed in the last few years has placed Mr. Morris in the position of a national person-

ality, says the *News of the World*. He has always declared his intention to make the British motor-car trade at least the equal of that of foreign countries. During the difficult years following the war, Mr. Morris, preaching that the British car was a car a Britisher must buy, produced one at a moderate figure—a motor that was efficient, reliable, and immensely popular.

In 1921 he turned out 2,927 cars under terrible difficulties. In 1922 this number increased to 5,166, and has steadily grown, until he is now producing 1,400 cars a week. Each year he has improved the build of his car; each year he has reduced the price. His cars have become popular because he has the right engine, which, in spite of his many improvements, he has never altered. To-day Mr. Morris controls no fewer than 10 companies. These are all connected with the production of Morris cars, even to the printing press he owns, to produce the all-British motor magazine, *The Morris Owner*. The only company he controls which is not entirely connected in constructing Morris cars is Morris Leon-Bollee Co., in France, where he is building a motor-car which is rapidly gaining popularity in France and Belgium. In 1924 he started building the Morris-Commercial vehicles on a large scale, and the commercial trucks and vans are now to be seen in their thousands all over the country. In addition he manufactures six-wheeled vehicles capable of travelling any kind of rough or difficult country. Last year Morris Motor (1926) Ltd., was floated as a public company, with a capital of five million pounds, and the public were offered, and immediately took up, three million preference shares. This amazing chapter of success turns one's mind to the man who is over it all. What sort of man is this who has done what no one else in the country has been able to do, and who is in a position to bid against one of the richest corporations in America?

Mr. Morris was born in Worcester 48 years ago. His commercial career started with the manufacture in a small way of "push" bicycles, and a repair and accessory establishment in Oxford. On each step of the ladder he has climbed he has revealed thoroughness, optimism and sound common sense. His meteoric rise has never been too much for him. He is still the same accessible and charming fellow to his friends that he always was. His profits have been put into the business and employed for the benefit of the motoring public by reduction in prices. He and Mrs. Morris still prefer a simple life, and his charming, but modest, house can be seen next door to the offices of Morris Motors in Cowley. His hobby is his work, and his endeavour to promote British trade. In his few hours of relaxation he plays golf, but his main object in life is not to amass a big fortune for himself, but to create employment and give the public the best value. Mr. Morris has always said that the British workman is the finest in the world; that if employers give a fair deal to the employee, the employee will give a fair deal to them. That is why those who labour for him look upon him more as friend than master.

MORRIS



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THE CHINA COAST.

LATEST CHANGES IN
OFFICER PERSONNEL.

The following are the latest
changes in officer personnel on the
China Coast:—

Mr. H. Warren, chief officer,
Kaiyong, is on Home leave. Mr. J.
McKelvie, chief officer, Nighai,
has gone chief officer, Kaiyong.

Mr. S. S. Marr has been appointed
third officer, Taikoo Wan Yi.
Captain C. H. Walker, of the
Kwongchow, has gone master, Chien-
hua. Captain R. Ritchie, of the
Chinhua, has gone master, Kwong-
chow.

Captain C. E. Fisher, from re-
serve, has gone master, Suigong.
Mr. D. V. Duncannon, from re-
serve, has gone chief officer, Su-
yang.

Mr. J. Black, sup'y third en-
gineer, Suigong, has gone sup'y
third engineer, Linan. Mr. W. H.
Sourr, third engineer, Linan, has
gone third engineer, Suigong. Mr.
A. C. Morice, third engineer, Su-
yang, is on reserve.

Mr. A. D. Amour, sup'y second
engineer, Kwongchow, has gone acting
second engineer, Kwongchow. Mr. W.
Gordon, second engineer, Kwong-
chow, has gone sup'y second
engineer, Linan.

Mr. W. S. Smith, acting second
engineer, Kwongchow, has gone
third engineer, Linan.

Mr. R. J. McNeill, sup'y second
engineer, Kwongchow, has gone
second engineer, Kwongchow.

Mr. R. Geater, second engineer,
Taming, has gone second engineer,
Kansu. Mr. W. W. McDonald,
from reserve, has gone second en-
gineer, Taming.

Mr. V. Petherick, chief officer,
Hinsang, is on Home leave. Mr.
J. Lindsay, from reserve, has gone
chief officer, Hinsang.

Mr. C. M. Boas, from Home
leave, has gone second officer,
Chipsing.

Mr. N. Cook, from Home leave,
has gone sup'y chief officer, Tuck-
wo.

Mr. A. E. Smith, second officer,
Siongwo, has gone second officer,
Tuckwo.

Mr. J. Shiel, sup'y second officer,
Luenho, has gone second officer,
Kwongchow. Mr. J. B. Robson,
second officer, Kwongchow, has gone
chief officer, same ship. Mr. C. C.
Warren, chief officer, Kwongchow,
is on reserve.

Mr. J. J. McLeary, second officer,
Tuckwo, has gone acting chief offi-
cer, Luenho. Mr. B. E. Bidwell,
chief officer, Luenho, is on reserve.

Mr. J. Fowles, sup'y third en-
gineer, Fookshing, has gone sup'y
third engineer, Tuckwo.

Mr. J. Fry, from reserve, has
gone sup'y second engineer, Fau-
sang.

Mr. A. T. Perry, chief engineer,
Fookshing, has gone chief engineer,
Tuckwo.

Mr. H. Cornwall, chief officer,
Pawmoo, has gone chief officer, Tai-
lee.—Shipping and Engineering.

SEVEN TIMES MARRIED.

GIPSY VIOLINIST WHO
WEDDED PRINCESS.

Jansci Rigo, known throughout
America as the gipsy violinist, died
in hospital last month. Rigo,
who was born in the mountains of
Hungary about 60 years ago, was
married seven times, but it was his
runaway marriage in 1896 with the
Princess de Chimay, the American-
born wife of a Belgian nobleman,
which first focussed the limelight
on him.

Rigo is survived by his seventh
wife, whom he married a few years
before the war. She kept a small
summer tea-room outside New York.
Even the most daring producer of
film dramas would hesitate to de-
pict on the screen a story so bizarre
as that of the gipsy musician and
the Princess de Chimay, formerly
Clara Ward.

Clara's father was brought up in
the North-West, and during the
lumber boom made a great fortune
—leaving something like £2,000,000
when he died, insane.

His widow brought her children
to Europe, and Clara's wedding in
1890 to Prince Joseph Marie de
Cassan-Chimay—son of a Belgian
Foreign Minister—was a social
event. The wedding dress alone was
said to have cost £2,000.

An Eccentric Princess.
The Princess, however, six years
later, eloped with Rigo, who had
been engaged to play at the Prince's
house in Paris. "I wanted to be
free, to escape the foetid atmosphere
in which modern society lives," she
said.

Society retaliated by persuading
the more important Parisian hotels
to close their doors to the ex-
Princess and Rigo, even when she
married her gipsy lover after the
Prince had obtained a divorce and
£2,000 a year alimony.

Clara smoked cigarettes in public,
cycled in "blometers" on the bou-
levards, and generally flouted public
opinion of her day, while Rigo
abetted her in a life of reckless ex-
travagance.

Three years later the ex-Princess
divorced Rigo and married Signor
Ricciardi, a Naples station master,
who divorced her seven years later.

ON THE "MALWA."

PASSENGERS FOR HONG
KONG.

Among the passengers booked for
Hong Kong on the P. & O. s.s.
Malwa, which left London on
February 25th, are the following:—

Mr. J. C. Arnott, Mr. J. H. An-
drews, Mr. W. Adamson, Mr. A.
N. Bruce, Mr. Beaume de Sau-
vanne, Miss T. Brunder, Mr. W.
Brunder, Pay-Sub-Lt. St. E. R.
Burston, R.N., Miss Ellaby, Mrs.
S. Greig, and child, Mrs. A. C.
Hynes, and child, Miss D. Hey-
wood, Miss H. Hog, Mr. E. A.
Harlow, Mrs. Harlow, child, and
two infants, Mr. E. W. L. Hogbin,
Mrs. Hogbin, and child, Miss Lead-
beater, Miss C. Leung, Capt. G. F.
Matthews, Mr. H. J. Millington,
Miss G. Marriage, Mrs. Porter,
Mr. R. Pabst, Comdr. W.R.,
Richardson, R.N., Mrs. Ramsay,
Rev. C. W. Reeves, Miss C. Ross,
Mr. H. Sutton, Mrs. Sutton, Mr.
W. J. Sutherland, Miss M. Turner,
Miss P. Uihlen, Mr. R. R. Winsor.

CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDS-
CHE SCHEEPVAART-
MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM,
HAMBURG, BREMEN & GENOA.

THE Steamship

"OUDEKERK (II)"
having arrived from the above Ports,
Consignees of Cargo by her are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of Holt's
Wharf, whence Delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 14th
March, 1927, will be subject to Rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before 21st March, 1927, or they will
not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays or
Fridays, between the hours of 10.45 a.m.
and Noon, within the Free Storage period
of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents,
Hong Kong, 7th March, 1927. [4648]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM
VIA PORTS.

THE Motor Vessel

"GLENAPPE"
having arrived from the above Ports,
Consignees of Cargo by her are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Company, Limited, whence,
and/or from the wharves, Delivery
may be obtained.

Goods not cleared by the 14th March,
1927, at Noon, will be subject to Rent.
All broken, chafed and damaged
Packages are to be left in the Godowns
where they will be examined in the
presence of Consignees by Messrs.
Goddard and Douglas, on 14th March,
1927, at 10 a.m. Claims against
the Steamer including those for Cargo
short delivered must be presented on the
Special Form provided, and must also
be submitted within 30 days of arrival
otherwise they will not be recognized.

No Fire Insurance will be effected
by us in any case whatever.
Bills of Lading will be countersigned
by
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hong Kong, 6th March, 1927. [4641]

THE BEN LINE STEAMERS,
LIMITED.

FROM MIDDLESBRO', ANTWERP,
LONDON, STRAITS AND
PHILIPPINES.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves, Delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
14th instant, will be subject to Rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before the 25th instant, or they will not
be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on the 11th instant,
at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 4th March, 1927. [4638]

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS,
LIMITED.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENMACDUI."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Company, Ltd., whence, and/or
from the wharves, Delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
14th instant, will be subject to Rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before the 25th instant or they will not
be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on the 14th
instant, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents,
Hong Kong, 7th March, 1927. [4650]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

FROM NEW YORK.

THE Steamship
"CITY OF BATH"
having arrived, Consignees of Cargo by
her are informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of Holt's
Wharf, whence Delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 14th
March, 1927, will be subject to Rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before 21st March, 1927, or they will
not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays or
Fridays, between the hours of 10.45 a.m.
and Noon, within the Free Storage period
of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents,
Hong Kong, 7th March, 1927. [4648]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Motor Vessel
"MALAYAN PRINCE"
having arrived from the above Port
on 6th instant, Consignees of Cargo
are hereby informed that their Goods
are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited,
Kowloon, and stored at Consignees'
risk and expense.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on Satur-
day, 11th instant, at 10 a.m.

All Claims must be presented within
Fifteen days of the Vessel's arrival
here, after which date they cannot be
recognized.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
14th instant, will be subject to Rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
FURNES (FAR EAST), LTD.,
2nd Floor, King's Building,
Comnaught Road,
Telephone No. 3165.
Hong Kong, 6th March, 1927. [4648]

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

Cabin class: 1st Class, 2nd Class, 3rd Class.
To GENOA.

NEXT SAILINGS:

Regular fast four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100
CABIN CLASS AND 150
INTERMEDIATE CLASS
PASSENGERS.

ARRIVAL AT HONG KONG	DEPARTURE FOR SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND TAKU (TIENTSIN)	DEPARTURE FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "TRIER" ...	...	16th March, 1927.	...
S.S. "SAARBRUECKEN" ...	6th April, 1927.	20th April, "	...
S.S. "COLENZ" ...	4th May, "	28th May, "	...
S.S. "FOLDA" ...	31st May, "	28th June, "	...
S.S. "TRIER" ...	28th June, "	23rd July, "	...

Regular fast four-weekly Freight Service.

CARRYING ALSO A LIMITED
NUMBER OF PASSENGERS.

ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND JAPAN.	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "ANHALT" ...	9th April, 1927.
S.S. "LUDWIGSHAFEN" ...	21st April, "
S.S. "SCHWABEN" ...	19th May, "
S.S. "FRANKEN" ...	16th June, "
S.S. "KÖNIGSBERG" ...	14th July, "

For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.

Telephone C. 4557.
2, Queen's Building, Chater Road.
HONG KONG. [30]

JAVA-CHINA-JAPAN-
LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROE	SHANGHAI	In Port	10th Mar.	BATAVIA
TJIKEMBANG	BATAVIA	13th Mar.	15th "	SHANGHAI
TJIMASOEK	NORTH CHINA	15th "	17th "	AMOT, SHAI & N.O.
TJIKARANG	JAVA, MACANAR	16th "	17th "	AMOT, SHAI & N.O.
TJIKARANG	BATAVIA	27th "	31st "	SHANGHAI
TJIKEMBANG	SHANGHAI	28th "	31st "	BATAVIA
TJILEBOET	JAVA, MACANAR	29th "	31st "	AMOT, SHAI & N.O.
TJISALAK	NORTH CHINA	29th "	1st April	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have
accommodation for a limited number of saloon passengers. All steamers
carry a duly qualified surgeon. Cargo taken at through rates to all ports in
Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

10] JAVA-CHINA-JAPAN LIJN.

ON SALE.

BOUND VOLUMES of the HONG
KONG WEEKLY PRESS,
January to June, 1926.

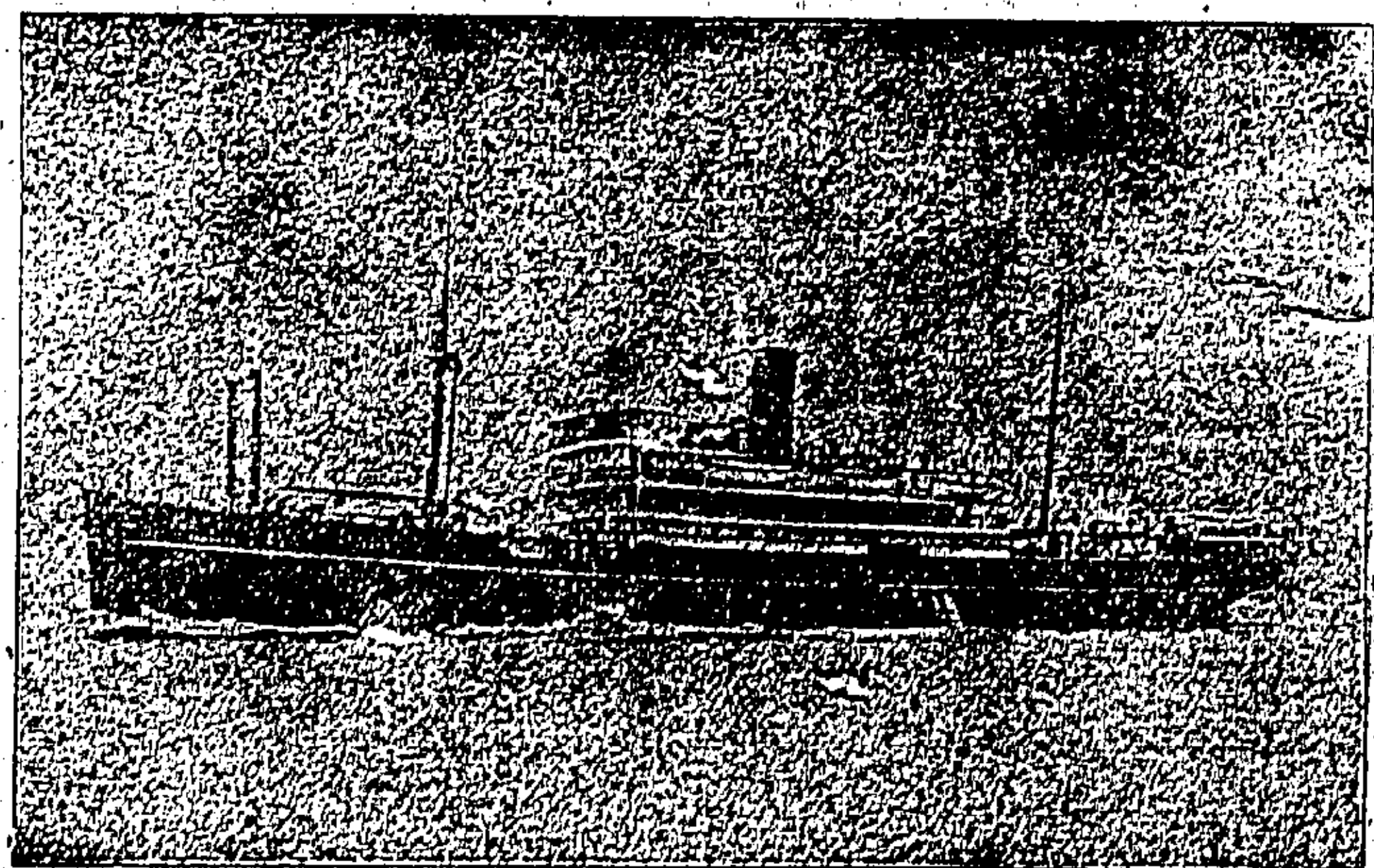
WITH INDEX, PRICE—\$7.50.

On sale at the HONG KONG DAILY
PRESS Office.

THE HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions
Western Union and Watkins', Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTEI"

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONG KONG & WHAMPOA DOCK CO. LTD., TO THE
ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICE.
Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"SUZYANG"	On 9th Mar.	6 a.m.
HONGKONG & SHANGHAI	"THAN"	On 11th Mar.	11 a.m.
SHANGHAI & SHANGHAI	"SZECHUEN"	On 11th Mar.	3 p.m.
SHANGHAI & SHANGHAI	"NANNING"	On 11th Mar.	4 p.m.
SHANGHAI & SHANGHAI	"HUPSH"	On 12th Mar.	4 p.m.
SHANGHAI & SHANGHAI	"SHANTUNG"	On 12th Mar.	4 p.m.
SHANGHAI & SHANGHAI	"KALGAN"	On 12th Mar.	10 a.m.
SHANGHAI & SHANGHAI	"KANGHAW"	On 13th Mar.	5 p.m.
AMOI & SHANGHAI	"KWANGTUNG"	On 14th Mar.	6 a.m.
AMOI & SHANGHAI	"CHUBAN"	On 15th Mar.	6 a.m.
AMOI & SHANGHAI	"OHINUA"	On 15th Mar.	10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 16th Mar.	3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 17th Mar.	Noon
SHANGHAI & SHANGHAI	"OHENAN"	On 17th Mar.	4 p.m.
SHANGHAI & SHANGHAI	"SINKIANG"	On 19th Mar.	4 p.m.
SWATOW & SHANGHAI	"KANGSU"	On 20th Mar.	10 a.m.
NEWUWANG & DALNY	"LUCHOW"	On 20th Mar.	Noon

BALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.
For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
Telephone: CENTRAL 36.
CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class
PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	11th March	18th March
CHANGTE	8th April	15th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
Telephone: CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE (HILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:
S.S. "ATREUS" ... On 11th March ... Via Suez Canal ... 25th March.
S.S. "TEUOER" ... On 11th March ... Via Suez Canal ... 8th April.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONG KONG.
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAVANESE PRINCE" ... 3rd April, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furapina.

King's Building.



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR SHIP

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 17th March.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

March 6th.
Onderkerk, Dutch str., 4,011 tons,
from Bremen and Manila. The
latter port she left on March
3rd, with a general cargo,
lying at buoy No. A3.—
J.C.F.L.

March 7th.
Benmadhu, British str., 4,108
tons, Capt. T. J. Smith, from
Singapore, which port she left
on March 1st, with a general
cargo, lying at buoy No. B55.—
Gibb Livingstone & Co.

Haldie, British str., 1,144 tons,
Capt. S. J. Lynch, from Saigon,
which port she left on March
1st, with a general cargo, lying
at buoy No. C46.—Wo Fat
Shing.

Hupet, British str., 1,205 tons,
Capt. J. D. Whyte, from Tientsin.
The latter port she left on
March 2nd, with a general
cargo, lying at buoy No. C34.—
B. & S.

Lee Cheong, Chinese str., 163 tons,
Capt. Ho Yuan, from Shanhai,
with a general cargo, lying at
Luen Cheong Wharf.—Fook Hoi
S.S. Co.

Patroclus, British str., 8,910 tons,
Capt. Geo. T. Clark, from
Shanghai, which port she left
on March 5th, with a general
cargo, lying at Holt's Wharf.—
B. & S.

Szechuen, British str., 1,594 tons,
from Shanghai, which port she
left on March 4th, with a general
cargo, lying at buoy No.
B12.—E. & S.

Tjisara, Dutch str., 4,394 tons,
Capt. P. Hopman, from Shang-
hai, which port she left on
March 4th, with a general
cargo, lying at buoy No. A10.—
J.C.F.L.

Yunnan, British str., 1,306 tons,
Capt. C. B. Adkin, from Sai-
gon, which port she left on
March 2nd, with a cargo of rice,
lying at buoy No. C42.—B. & S.

CLEARANCES.

March 8th.
Taipei Maru, for Bangkok.
Patroclus, for Singapore.
St. Albans, for Moji.
Lee Cheong, for Shanhai.
Kaiyuan Maru, for Hongkong.
Kwai Sang, for Hongkong.
Empress of Asia, for Shanghai.
Chinkiang, for Shanghai.
Hui Hong, for Swatow.
Nan Mathilde, for Haiphong.
Takada, for Amoy.
President Lincoln, for Shanghai.

SHIPPING MOVEMENT.

The R.M.S. Empress of Russia,
from Hong Kong, on February
16th, arrived at Vancouver on
March 8th.

THROUGH BILLS OF LADING.

ATTITUDE OF SHIPOWNERS:
LEGISLATION NOT WANTED.

The question of through bills of
lading is engaging the attention of
the Chamber of Shipping following
meetings of the International Chamber
of Commerce and a special com-
mittee of the League of Nations, a
joint meeting has been arranged by
the International Chamber of their
committees on sea transport, rail
transport and air transport, in
order to discuss the problem.

The general view of shipowners
appears to be that the question is
not one that can be dealt with by
legislation or international con-
vention, but is essentially a
contractual matter for settlement
by the different commercial inter-
ests in each trade. So far as ocean
trades are concerned, it is well
known that a few (such as the
American cotton trade) have long
worked satisfactorily on a system
of through bills of lading, but con-
ditions vary so from trade to trade
that there are many cases where
such a system, so far from facilitat-
ing commerce, would, it is thought,
impede it. In the coasting and
short sea trades where the existing
facilities offered by forwarding
agents are highly developed, and
where the variety of points of depar-
ture and destination are very
greatly multiplied, the introduc-
tion of any rigid system is felt to
be quite impracticable and likely to
be harmful. The idea seems to be
entertained in certain quarters that
where a short sea transit is com-
bined with a long railway haul the
sea transit is part of the railway
haul, but it might be equally well
argued that the railway haul is
really an extension of the sea
voyage.

WITHIN CALL.

The following ships were expect-
ed to be in wireless communication
with Hong Kong yesterday:
Shantung, St. Albans, Trouss,
Bintang, Kalgan, Anhu, Glenapp,
Lai Sang, Mau Sang, Honghua,
Meganic China Arrow, Fengai,
Katori Maru, Shinoh Maru,
Yamagata Maru, Kitano Maru.

HARBOUR OFFICE CHANGES.

A RE-ARRANGEMENT OF DEPARTMENTS.

During last week it has been
obvious to those visiting the Har-
bour Office that changes were being
effected in the various depart-
ments. The removal also
where of the Imports and Exports
Office in particular will make for
more convenience in covering the
work.

The Imports and Exports Office
removed some time ago to the
Government Building on the Praya,
near the Central Market, and since
then the scheme for the re-arrange-
ment of the Harbour Department
has been in progress.

In brief the changes are as
under:—
The Entries and Clearance Office
has been transferred to the former
Junk Office, and the latter office is

in a portion of the building former-
ly occupied by the Imports and Ex-
ports Office. Next to this office is
the office of the Chief Inspector and
assistants.

Masters of incoming vessels can
now sign the entry book through an
open window, and clearances are
made through another window.

The Correspondence Office has
gone into what has hitherto been
the Entry and Clearance Office;
while the registry clerks work in
the place formerly occupied by the
Correspondence Office.

The Chief Boarding Officer and
his assistants are located in another
portion of the old Imports and Ex-
ports Office.

The Harbour Master's Office and
the Assistant Harbour Master's
Office remain situated as before,
namely on the first floor.

In addition to the re-arrange-
ment of the different departments
the interior of the Harbour Office
has generally been renovated, and
presents a much improved appear-
ance.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT GRANT ... Tuesday, Mar. 15th, 6.30 a.m.
PRESIDENT MADISON ... Tuesday, Mar. 29th
PRESIDENT JACKSON ... Tuesday, Apr. 12th
PRESIDENT McKINLEY ... Tuesday, Apr. 26th
PRESIDENT LINCOLN ... Tuesday, May 10th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States
and Canada, with liberal stop-over privileges for
Sightseeing. Ask for information. Following are
suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Mar. 9	Seattle	Pres. Roosevelt	Apr. 6	6 P.m. Cbrg. Apr. 13
Mar. 15	San Francisco	Olympic	Apr. 16	10 Cbrg. S'mptn Apr. 22
Mar. 22	Seattle	Geo. Washington	Apr. 20	6 P.m. Cbrg. Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	3 Cbrg. S'mptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	3 Cbrg. S'mptn May 7
Apr. 13	San Francisco	Aquitanian	May 11	11 Cbrg. S'mptn May 17
Apr. 20	Seattle	Geo. Washington	May 18	6 P.m. Cbrg. May 27
Apr. 27	San Francisco	Republic	May 28	6 P.m. Cbrg. June 4
May 4	Seattle	Aquitanian	May 31	3 Cbrg. S'mptn June 6
May 11	San Francisco	Homeric	May 31	3 Cbrg. S'mptn June 17
May 18	Seattle	Mauretania	June 18	6 P.m. Cbrg. June 21
May 25	San Francisco	Majestic	June 25	3 Cbrg. S'mptn July 1

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN ... Wednesday, Mar. 9th
PRESIDENT CLEVELAND ... Wednesday, Mar. 23rd
PRESIDENT PIERCE ... Wednesday, Apr. 6th
PRESIDENT TAFT ... Wednesday, Apr. 20th
PRESIDENT JEFFERSON ... Wednesday, May 4th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES
—GENOA—MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT VAN BUREN ... Tuesday, Mar. 14th, 8.00 a.m.
PRESIDENT HAYES ... Tuesday, Mar. 29th, 8.00 a.m.
PRESIDENT POLK ... Tuesday, Apr. 12th, 8.00 a.m.
PRESIDENT ADAMS ... Tuesday, Apr. 26th, 8.00 a.m.
PRESIDENT GARFIELD ... Tuesday, May 10th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT VAN BUREN ... Mar. 15th, 8.00 a.m.
PRESIDENT CLEVELAND ... Mar. 15th, 8.00 a.m.
PRESIDENT MADISON ... Mar. 21st, 8.00 a.m.
PRESIDENT HAYES ... Mar. 29th, 8.00 a.m.
PRESIDENT PIERCE ... Mar. 29th, 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, (GROUND FLOOR).
Telephone Central 2471, 2472 & 795.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	"FOOSHING"	Thursday, 10th Mar., at 7 a.m.
CANTON	"CHEONGSHING"	Thursday, 10th Mar., at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Thursday, 10th Mar., at Noon
TRIENSTIN	"CHEONGSHING"	Saturday, 12th Mar., at Noon
TRIENSTIN via SWATOW	"FOOSHING"	Sunday, 13th Mar., at 7 a.m.
OSAKA & MOJI	"KUMSANG"	Wednesday, 16th Mar., at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday, 17th Mar., at 5 p.m.
SANDAKAN	"HINSANG"	Saturday, 19th Mar., at Noon
TRIENSTIN via SWATOW	"MINGSANG"	Sunday, 20th Mar., at 7 a.m.
SHANGHAI	"CHISHING"	Sunday, 20th Mar., at 7 a.m.
KOBE via MOJI	"FOOKSANG"	Tuesday, 22nd Mar., at 7 a.m.
TRIENSTIN via SWATOW	"FAUSANG"	Wednesday, 23rd Mar., at 7 a.m.
OSAKA via KOBE & MOJI	"KUTSANG"	Sunday, 27th Mar., at 7 a.m.
TRIENSTIN via SWATOW	"HOPSANG"	Sunday, 27th Mar., at 7 a.m.
SHANGHAI	"KWONGSANG"	Wednesday, 30th Mar., at 7 a.m.
TRIENSTIN via SWATOW	"MAUSANG"	Thursday, 7th April, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone: CENTRAL No. 915.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENOCLE"	...	10th March.
Motor Vessel "GLENHARRY"	...	6th April.
Motor Vessel "GLENLOUGH"	...	4th May.
Motor Vessel "GLENBEG"	...	1st June.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE"	...	Due Hong Kong, 22nd March.
Steamship "OAKMARTENSHIRE"	...	31st March.
Motor Vessel "GLENBEG"	...	14th April.
Motor Vessel "GLENBARA"	...	1st May.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

"NEW YORK BERTH."

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (PIUM).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO"	...	Sails on or about 31st March
S.S. "VENEZIA"	...	Sails on or about 28th April

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE"	...	Sails on or about 10th March
M.V. "REMO"	...	Sails on or about 5th April

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta 31st March

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1020.

Agents.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailing
subject to alteration without notice.

SWATOW, AMOI & FOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAIOHING	...	Friday, 11th March, at 1 p.m.
HAIOHING	...	Tuesday, 15th March, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).
Round Trip Tickets will be issued from Hong Kong to Fochow
(Pagoda Anchorage), or vice versa and Return by the same Steamer at
the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

Steamship	H. Kong.	Shal.	Kobe	Yama.	Vancouver.
EMPEROR OF ASIA	Mar. 23	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Mar. 19	Mar. 22	Mar. 25	Mar. 34
EMPEROR OF RUSSIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19

(E) Arrived E. Russia call at Nagasaki the day after departure from Shanghai.

CONNECTING SAILINGS TO LIVERPOOL.

MONTELOSE	April 1	MONTCALM	June 3
MONTELORE	April 13	MONTROSE	June 24
MONTEDOSA	May 13	MONTLORE	July 15

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE

£120 £112 £83

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Mar. 20	Mar. 22	EMPEROR OF CANADA	Mar. 24
Apr. 10	Apr. 12	EMPEROR OF RUSSIA	Apr. 14

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO"
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... Tuesday, 22nd March, at Noon
TENYO MARU ... Monday, 14th April, at Noon
KOREA MARU (Call Keelung) ... Sunday, 17th April, at 10 a.m.
Call Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
ANTO MARU ... Tuesday, 3rd May, at Noon
BOKUYO MARU ... Wednesday, 8th June

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.
KITANO MARU ... Saturday, 12th March, at 11 a.m.
HARUNA MARU ... Saturday, 25th March
KAO MARU ... Saturday, 9th April

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 23rd March, at 11 a.m.
AKI MARU ... Wednesday, 20th April

NEW YORK and BOSTON via PANAMA.
TAKEOTO MARU ... Friday, 18th March
MAYBASHI MARU ... Saturday, 18th March

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TOYOHASHI MARU (Call Saigon) ... Friday, 11th March

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
HAKATA MARU ... Wednesday, 23rd March

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Friday, 11th March
AKITA MARU ... Tuesday, 15th March

CALCUTTA via Singapore, Penang & Rangoon.
HAKODATE MARU ... Thursday, 10th March
NAGANO MARU ... Saturday, 18th March

RANGOON via Singapore & Penang.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Saturday, 10th March

SHANGHAI, KOBE & YOKOHAMA.
DURBAN MARU ... Sunday, 13th March
PENANG MARU ... Sunday, 13th March
ATSUTA MARU ... Tuesday, 22nd March

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Dep'ts.). [7]

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI & JAPAN
S.S. "SAARLAND" ... due here on or about the 12th of March, 1927
S.S. "BRESEN" ... due here on or about the 13th of April, 1927
S.S. "PREUSSEN" ... due here on or about the 10th of May, 1927

SAILINGS FOR EUROPE VIA MANILA, SINGAPORE, COLOMBO AND PORT SAID
S.S. "OLDENBURG" ... sailing from here on or about 22nd of March
S.S. "SAARLAND" ... sailing from here on or about 18th of April 27

* Vessel calling at Genoa, Marseilles, Rotterdam and Hamburg.
* Vessel calling at Genoa, Rotterdam and Hamburg.
Sailing Dates subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

[18]

Shipping News

Daily Statement, Shipping Notes,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS STILL DOWN.

THROUGH CARGOES CONSIDERABLY INCREASED.

BRITISH STEAMERS CARRIED GOOD FREIGHTS.

Local Imports of general merchandise during the 24 hours ended at 9 a.m. yesterday were again below the average. Through freights manifested on the vessels passing through during the same period showed a considerable increase. Most of the freights for this port as well as for ports beyond Hong Kong were carried by British steamers.

The Colony's imports amounted to 3,048 tons, of which, 6,453 tons were discharged from two British steamers. The s.s. *Haldia* from Saigon brought 2,300 tons and the *Takada* from Calcutta, Singapore and Shanghai carried 1,808 tons. Both are British ships.

Cargoes for ports beyond Hong Kong were carried by nine vessels, and amounted to 25,154 tons. Of these, 15,080 tons were contributed by five British steamers. The two best returns were shown by the British vessel *Patroclus*, from Dalny and Shanghai which manifested 5,886 tons, and the s.s. *Underkerk* (Dutch), from Bremen and Manila was responsible for 4,980 tons.

During the period under review there were 11 arrivals and 12 departures. They were: British, 3 arrivals and 7 departures; Japanese, 1 arrival; Norwegian, 1 departure; Chinese, 1 arrival and 1 departure; Dutch, 2 arrivals; American, 1 arrival and 1 departure; Swedish, 2 departures.

The total number of vessels in the harbour was 63, of which, 30 were British.

The following were the cargo carriers:—

S.S. *Haldia* (British) from Saigon, 2,300 tons general for Hong Kong.

S.S. *Hupei* (British) from Tientsin and Weihaiwei, 1,600 tons general for Hong Kong, and 200 tons for other ports.

S.S. *Patroclus* (British) from Dalny, and Shanghai, 183 tons general for Hong Kong, and 5,886 tons for other ports.

S.S. *Yunnan* (British) from Saigon, 2,210 tons general for other ports.

S.S. *Bennadhu* (British) from London and Singapore, 582 tons general for Hong Kong, and 2,367 tons for other ports.

S.S. *Takada* (British) from Calcutta, Singapore, and Shanghai, 1,808 tons general for Hong Kong, and 4,397 tons for other ports.

S.S. *Tijonroa* (Dutch) from Shanghai, 3 tons general for Hong Kong, and 517 tons for other ports.

S.S. *Underkerk* (Dutch) from Bremen and Manila, 285 tons general for Hong Kong, and 4,980 tons for other ports.

S.S. *President Grant* (American) from Seattle and Shanghai, 880 tons general for Hong Kong, and 4,399 tons for other ports.

S.S. *Yamagata Maru* (Japanese) from Osaka and Moji, 397 tons general for Hong Kong, and 258 tons for other ports.

S.S. *Lee Cheong* (Chinese) from Shan Mei, 28 tons general for Hong Kong.

SHIPPING NOTES.

The total number of deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 1,314.

The Japanese cruiser which has been in the harbour for the past week or more, left on Monday afternoon for a destination unknown.

The ordinary general meeting of the Marine Engineers' Guild of China (Hong Kong Branch) will be held to-morrow at 3 p.m. instead of on Friday.

VESSELS EXPECTED.

Calcutta (Blue Funnel), due March 18th.

Empress of Canada (C.P.R.), due March 18th.

Eumecus (Blue Funnel), due March 21st.

Hector (Blue Funnel), due April 2nd.

Polypemus (Blue Funnel), due 10-day.

Troilus (Blue Funnel), due to-morrow.

SUNRISE AND SUNSET IN HONG KONG.

FOR MARCH, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

March 9th	Sunrise	Sunset
9th	6.39 a.m.	6.30 p.m.
10th	6.38	6.30
11th	6.37	6.31
12th	6.36	6.31
13th	6.35	6.32
14th	6.34	6.32
15th	6.33	6.33
16th	6.33	6.33
17th	6.32	6.33
18th	6.31	6.33
19th	6.30	6.34
20th	6.29	6.34

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 8th.

Previous Day at 2 p.m.

On Date at 8 a.m.

Barometer ... 29.91 ... 29.87 ... 29.87

Temperature ... 81 ... 65 ... 69

Humidity ... 51 ... 100 ... 94

Wind ... ESE ... E ... Calm

Direction ... 3 ... 2 ... 0

Forces ... 0.1 ... 0.1 ... 0.1

Weather ... 0.00 ... 0.00 ... 0.00

Rain ... 0.00 ... 0.00 ... 0.00

Highest open-air Temperature, 7th: 83

Lowest open-air Temperature, 8th: 64

B-Blue sky; C-Cloudy; D-Drizzle; E-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From March 9th to 15th, 1927.

High Water. Low Water.

Day of Week

Date

Month

Hong Kong Standard Time

Height

Wed. 9

Thur. 10

Fri. 11

Sat. 12

Sun. 13

Mon. 14

Tues. 15

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

s/s "CAPT. FAURE" ... 15th April.

s/s "SI-KIANG" ... 15th May.

due to arrive from DUNKIRK, LONDON, HAVRE about the

SERVICES CONTRACTUELS (Mail Service)

Steamers

Sailings from Marseilles

Arr. at Hong Kong & sailings for Shanghai and Japan

Sailings from Hong Kong for Marseilles

PORTHUS ... 15th Mar.

PAUL LECAT ... 15th Mar.

G. METZINGER ... 15th Mar.

AMAZONE ... 15th Mar.

CHENONBAUX ... 15th Mar.

ATHOS II ... 15th Mar.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

A Class (1st Class) ... 29. 00. 0d.

B Class (1st Class) ... 25. 00. 0d.

C Class (1st Class) ... 21. 00. 0d.

Through Tickets to London and London to Europe.

Accommodations reserved in the Trains at Marseilles.

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For full particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

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3, QUAI DE LA SEINE, BULVAR.

CONSIGNATION—TRANSIT—REPRESENTATION. [7]

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 31st March.

Passenger Service.

S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & Hamburg ... 16th March.

